### TRAFFIC IMPACT STUDY

For

LOS WILLOWS (MUP 03-127)

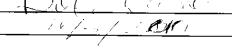
Prepared For: The County of San Diego

Submitted To:
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

### **Prepared By:**

Bill E. Darnell, P.E. (RCE 22338) Darnell & Associates, Inc. 1446 Front Street, Suite 300 San Diego, CA 92101

Signature: Date Signed:



Revised: October 5, 2010

Revised: July 13, 2010

Revised: December 11, 2007

Revised: September 17, 2007

Revised: October 23, 2006 Revised: December 19, 2005

Original: July 22, 2005





TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

October 5, 2010

Amber Griffith
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Subject:

Revised Traffic Analysis for Los Willows Major Use Permit (MUP 03-127)

Dear Ms. Griffith:

To address the modifications that have occurred to the project description, Darnell & Associates, Inc. (D&A) has revised our July 13, 2010 traffic analysis for the Los Willows facility (an existing Wedding, Event facility located on 27.74 acres off Stewart Canyon Road in the Fallbrook area of San Diego County) to address the corner sight distance at the projects southern exit.

If you have any questions, please feel free to contact the office.

W Ehm. C.

Sincerely,

Darnell & Associates, Inc.

Bill E Darnell, P.E. Firm Principal

RCE 22338

BED/vsh/jam

050201-Los Willows Rpt8 (October 5 2010)/10-10

No. 22338

ROFESSIONATION

No. 22338

CAVILLE OF CALIFORNIA

D&A Ref. No.: 050201

Date Signed: \_/6/

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#### **INTRODUCTION**

The 27.74 acre Los Willows' wedding and events center site has been performing weddings and team building meetings for a number of years with the first wedding being held back in 1987. The existing major use permit for the Los Willows site, however, does not currently permit wedding services or team building activities. The purpose of this report is to assess the potential traffic impacts associated with use of the site for weddings, social events, team building and corporate events. Figure 1 illustrates the vicinity of the existing Los Willows site. The following report summarizes our study methodology, findings, and conclusions.

#### **EXISTING PERMITS**

#### **Existing Major Use Permit (P76-92)**

In 1977 a major use permit (P76-92) was granted on the project site where the wedding event area is currently located. This major use permit permitted a health spa consisting of swimming and therapy pools, a lounge, exercise rooms, hiking trails, and fishing and a variance for a 6 foot high fence in the front yard setback area. A copy of the existing major use permit issued for the project site is provided in the appendix to this report.

#### Existing Minor Use Permit (ZAP 96-047) For Separate Bed and Breakfast Site

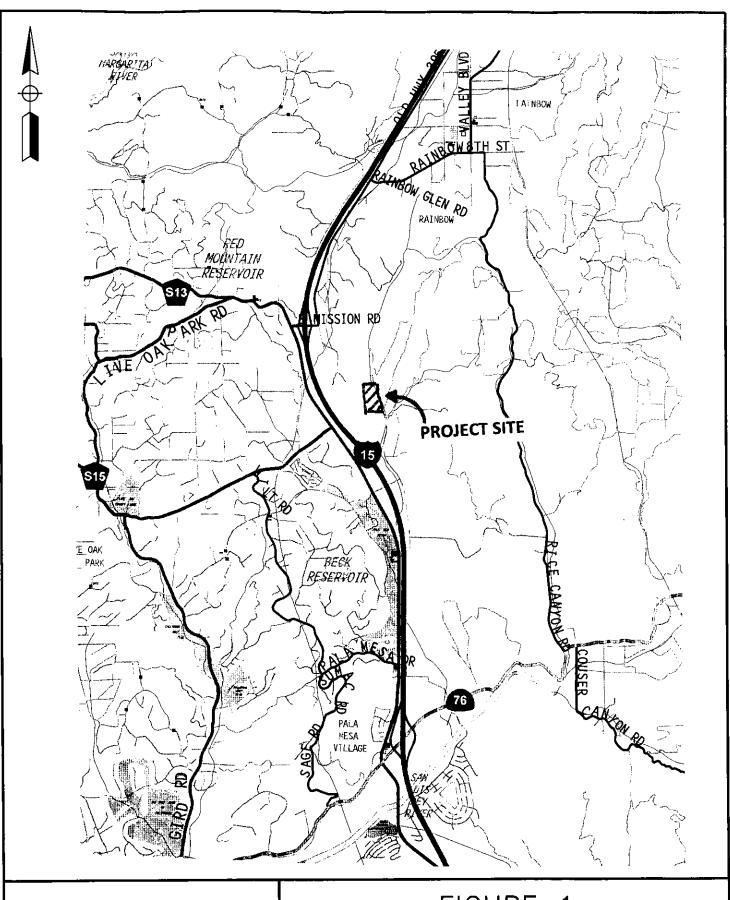
The applicant owns a separate 7.33 acre site that is no longer a part of the major use permit application. On January 10, 1997 a minor use permit (ZAP 96-047) was approved on the separate 7.33 acre site owned by the applicant, which permits a bed and breakfast (B&B) home with a maximum of 5 bedrooms available for rent and 10 parking spaces. This B&B is permitted to serve breakfast to overnight guests. The B&B site is not part of this major use permit application and no changes are being requested to the minor use permit (ZAP 96-047) that was approved in January of 1997 and no changes are being requested to that minor use permit, no further discussion of the B&B is provided in this traffic analysis. However, the daily traffic counts taken in April 2005 included traffic associated with the B&B uses. A copy of this minor use permit is provided in the appendix to this report.

#### **CURRENT ACTIVITIES**

The proposed major use permit for Los Willows will permit weddings/social events and team building/corporate activities on the 27.74 acre site. The following provides a summary of the typical activities of the wedding/social events and team building/corporate events that are currently taking place on site and that are included in the proposed major use permit application.

#### **Weddings/Social Events**

Los Willows held its first wedding in 1987 and since then has grown into a wedding and reception facility that averages approximately 90 weddings per year. The maximum capacity at the Los Willows' wedding site is 250 guests. Only one wedding/social event is booked per day with the majority of the weddings/social events occurring on a Saturday or Sunday. Occasionally weddings/social events are booked during the middle of the week (typically on a Friday, or a holiday). The weddings that are held on a non-holiday weekday have a maximum attendance of 75 guests.



Darnell & associates, inc.

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FIGURE 1
VICINITY MAP

The weddings at Los Willows are generally contracted out for a five (5) hour period. Approximately 90% of the weekend weddings at Los Willows begin at 5:00 PM (or 4:00 PM if an extra hour is desired) and end at 10:00 PM. Approximately 10% of the weekend weddings start at 1:00 PM and end at 6:00 PM. All weekday weddings begin no later than 3:00 PM and end between 6:30 PM and 8:00 PM. During the winter months, some weekday weddings start at 2:00 PM and end at 7:00 PM. No weddings are allowed to extend past 10:00 PM. Most wedding guests arrive during the course of one hour prior to the start of the wedding. Departing guests begin to leave after the dinner is served and then gradually disperse throughout the rest of the reception. The guests generally arrive with two to four (2-4) people per car.

If there are 200 or fewer guests, the guests can self-park in the designated on-site parking lot. When the number of guests ranges from 200 to 250 people, Los Willows brings in a valet service such that the cars can be tandem parked in the on-site parking lot. From the parking lot, the guests are shuttled by the Los Willows bus to the wedding site. It should be noted that the Los Willows shuttle never leaves the property with any of the guests.

Los Willows provides the catering service for the wedding reception. The caterer generally arrives in medium sized vans. In addition, the wedding party may contract outside vendors such as a photographer, a disc jockey, a clergy person, and/or a videotographer.

#### **Team Building/Corporate Events**

The team building/corporate events have been in operation at Los Willows since 1998. Los Willows averages four (4) team building events per month. The Major Use Permit, however, would allow up to three (3) team building/corporate events per week. Most team building activities, with the exception of one or two per year, take place mid-week. At no time do the team building activities occur at the same time as a wedding.

The guests at the team building activities, in the past would normally arrive at the Los Willows site between 7:00 to 9:00 AM depending on the curriculum. In the past, guests would leave the premises around 4:00 PM in the winter and around 5:00 PM in the summer, unless they had contracted for dinner. In that case they would usually depart around 7:00 PM. With the proposed major use permit, however, the schedule of the team building activities would be modified such that the team building meetings would not start prior to 9:30 AM and would end no later than 3:00 PM. If they contract for dinner, the team building activities will end at 7:00 PM.

The Los Willows team building facility can accommodate groups up to 100 people with the average group ranging between 25 and 30 people. The meeting attendees that are from large corporations or offices that are located more than 50 miles away from the Los Willows facility generally reside in hotel rooms at the Pala Mesa Resort or Temecula Creek Inn. The participants are then bussed into Los Willows from the hotels by vans or small busses. Meeting attendees from local companies (companies located within driving distance) occasionally elect to drive themselves to the meeting. The Los Willows staff will limit the number of vehicles (including personal vehicles, buses, and service providers) entering the site for the team building/corporate events to no more than 50.

Team building vendors consist of one (1) catering van to deliver lunches and/or other meals.

#### PROPOSED MAJOR USE PERMIT

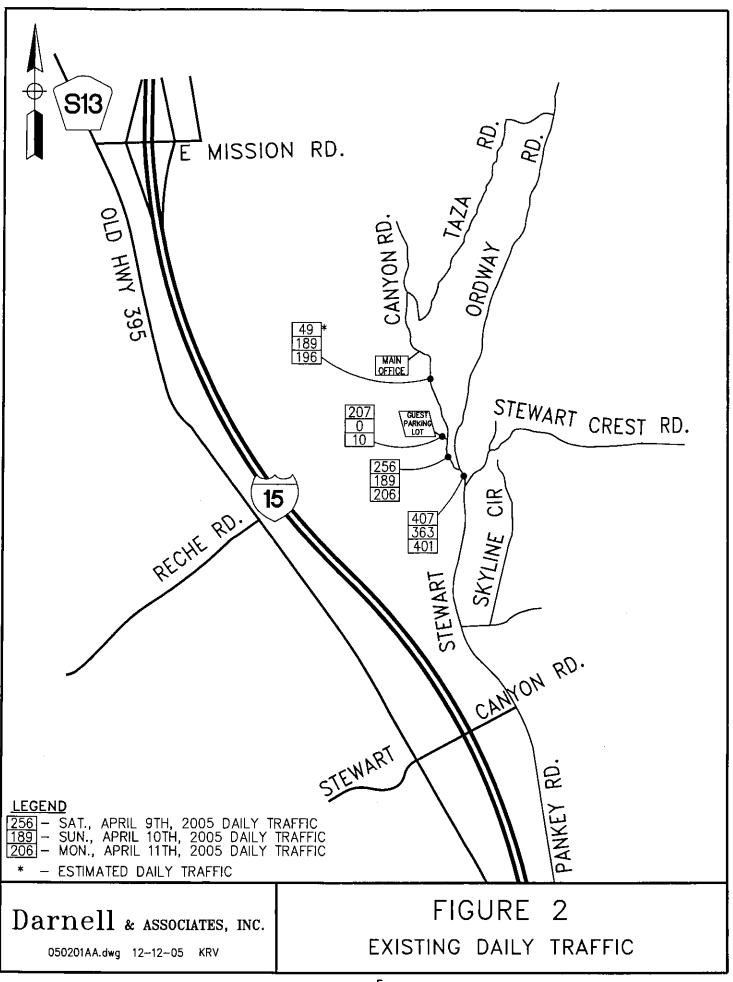
The Los Willows major use permit will allow weddings/social events and corporate functions that consist of team building/corporate events to occur at the wedding/event center site and team building facility with the following limitations:

- Guests for weddings or social events will be limited to no more than 250 guests per event on a weekend or holiday and will be limited to no more than 75 guests per event on a non-holiday weekday;
- Valet parking services to be provided if the number of guests exceed 200 people;
- The number of weddings and social events will be limited to no more than three (3) events per week;
- All non-holiday weekday weddings or social events will begin no later than 3:00 PM and will end on or after 6:30 PM;
- Any bar or music provided at the site shall be shut down no later than 9:30 PM and all guests must be off the site by 10:00 PM;
- All events at the wedding and events center will be catered such that no food preparation will occur on-site;
- The existing in-house floral services will provide services only for event guests and participants,
- A shuttle will be provided to transport guests from the parking area to the events center;
- Guests at the team building/corporate events will be limited to a maximum of 100 guests per event with a total of no more than 50 vehicles/busses for all guests and service providers;
- The total number of team building and corporate events will be limited to no more than three (3) per week;
- All team building or corporate events will start no earlier than 9:30 AM and will end no later than 3:00 PM, unless contracted for dinner at which time they will end at 7:00 PM; and
- Team Building or corporate events will not be permitted on the same day as any wedding or social event.

#### **EXISTING TRAFFIC GENERATION**

To calculate the volume of traffic being generated by the current operations at the Los Willows Facility, D&A collected twenty-four (24) hour count data on Stewart Canyon Road and the entrances into the wedding site on Saturday April 9, 2005; Sunday April 10, 2005; and Monday April 11, 2005. (A copy of the count sheets are provided in the appendix to this report). It should be noted that a wedding with 155 guests was held at the Los Willows site on Saturday April 9, 2005, therefore, the traffic counts include all traffic associated with the wedding event. The traffic counts also included the traffic associated with the neighbouring B&B facilities.

The existing traffic volumes are illustrated in Figure 2. Table 1 identifies the average daily, the peak hour, and directional traffic volumes that occurred over the three day count period.



As can be seen in Figure 2 and Table 1, approximately 400 average daily trips are traveling to and from the Los Willows area. It should be noted that when the counts were taken in April 2005, the Day Spa located off Ordway Road was in operation. The Day Spa has since been closed down.

Of the 400 trips traveling to/from the Los Willows area, between 189 and 256 daily trips were traveling on Stewart Canyon Road towards the Los Willows' Wedding/Event Center site. On Saturday, 207 of the daily trips were trips made by the guests attending the wedding.

Table 1 illustrates that there was a maximum of 42 two-way trips observed traveling on Stewart Canyon Road towards the Los Willows' Wedding/Event Center area during a one hour period. This is equivalent to about 0.7 trips per minute or one (1) vehicle every 85 seconds. It should be noted that a portion of these trips are trips made by residents who live in the area. This volume of traffic would not be noticeable to the average driver.

Table 1 – Sum	mary of Exi	sting Los	Willows T	raffic				
Date of Count	Daily	Traffic Volu	me	Peak Traffic Volume				
Date of Count	Total	In	Out	Total	In	Out		
1. Stewart Canyon Road South of Ordway Road (a)								
Saturday, April 9, 2005 (b)	407	198	209	66	41	25		
Sunday, April 10, 2005	363	177	186	63	46	17		
Monday, April 11, 2005	401	193	208	39	15	24		
2. Stewart Canyon Road	Ordway Rd Er	ntrance to W	edding Gues	ts Parking Lot				
Saturday, April 9, 2005 (b)	256	134	122	42	8	34		
Sunday, April 10, 2005	189	102	87	22	12	10		
Monday, April 11, 2005	206	108	98	29	12	17		
3. Entra	ance to Weddin	ng Guests Pa	rking Lot		5			
Saturday, April 9, 2005 (b)	207	101	106	52	17	35		
Sunday, April 10, 2005	0	0	0	0	0	0		
Monday, April 11, 2005	10	5	5	2	0	2		
4. Stewart	Canyon Road I	North of We	dding Site (c	)				
Saturday, April 9, 2005	49	33	16	-	-	-		
Sunday, April 10, 2005	189	102	87	-	-	-		
Monday, April 11, 2005	196	103	93	-	-	-		

<sup>(</sup>a) Volume includes the traffic generated by the neighboring B&B Facility and Day Spa

<sup>(</sup>b) Volume includes the traffic generated by a wedding with 155 guests

<sup>(</sup>c) Volume estimated by taking the volume from Location 2 minus the volume from Location 3

#### **EXISTING ROADWAY CONDITIONS**

Figure 3 provides an illustration of the existing roadway pavement widths in the vicinity of the Los Willows facility. The following is a brief description of Stewart Canyon Road in the vicinity of the Los Willows facility.

<u>Stewart Canyon Road:</u> Between Old Highway 395 and Pankey Road, Stewart Canyon Road is an east/west two-lane undivided non-circulation element public roadway with a total pavement width of approximately 40 feet (two 20 foot lanes).

At its intersection with Pankey Road, Stewart Canyon Road changes direction and becomes a north/south road. Just north of Pankey Road to approximately Skyline Circle, Stewart Canyon Road is a two-lane undivided non-circulation element public roadway with a painted yellow center-line and little to no shoulder. This section of Stewart Canyon Road provides a total pavement width of approximately 33 feet (a 20 foot wide northbound travel lane and an approximately 13 foot wide southbound lane).

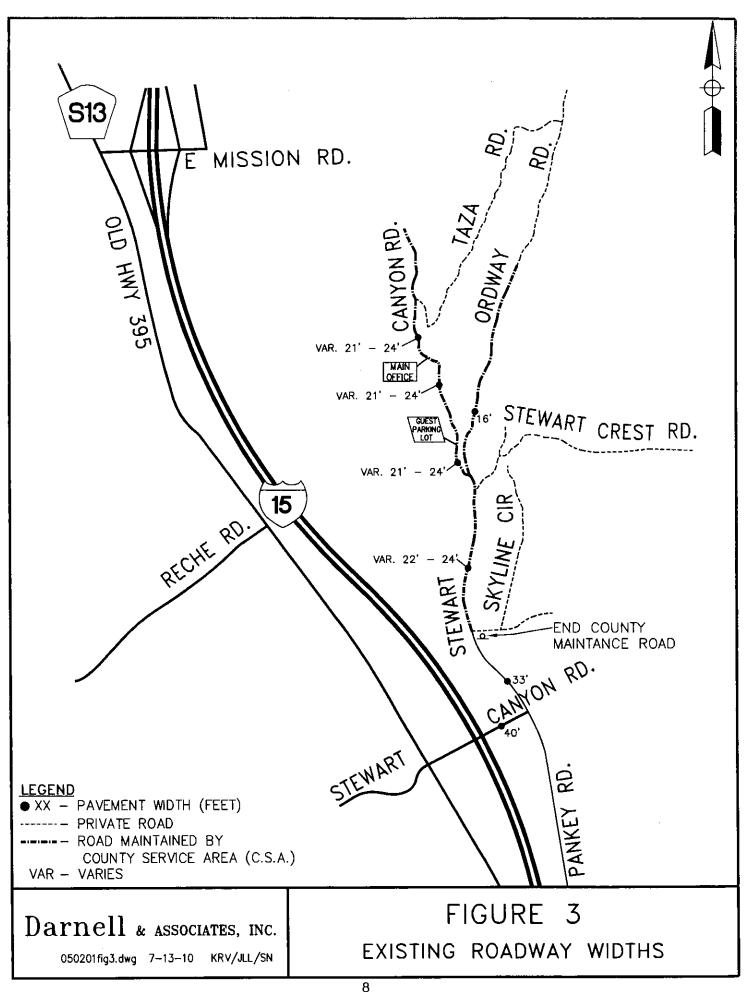
North of approximately Skyline Circle, Stewart Canyon Road is maintained as a County Service Area (CSA) road. (A map illustrating the CSA maintained portions of Stewart Canyon Road is provided in the appendix to this report.) As a CSA road, the minimum requirement for Stewart Canyon Road is to meet the interim road improvements in accordance with Public Road Standards. It should be noted that the applicant for the Los Willows major use permit has been paying into the CSA Road fees for a number of years

From Skyline Circle to Ordway Road, the pavement width of Stewart Canyon Road varies between 22 and 24 of paved surface and there is no centerline or shoulder.

Between Ordway Road and the southern entrance to Los Willows, the width of Stewart Canyon Road is 24 feet wide with the exception of a small section that contains two mature oak trees where the paved width is 21 feet.

#### **EXISTING LEVEL OF SERVICE CONDITIONS**

The existing cross-section of Stewart Canyon Road from north of the County maintained section, approximately Skyline Circle Drive, is approximately equivalent to that of a non-circulation element residential road without parking lanes. The recommended capacity for a non-circulation element residential road is 1,500 average daily trips (ADT) at level of service (LOS) C. As was depicted in Figure 2 and Table 1, the existing weekday traffic volume on Stewart Canyon Road just south of Ordway Road was found to be 401 ADT. This existing traffic on the segments of Stewart Canyon Road within the Los Willows project site are currently only 27 percent (27%) of the recommended LOS C capacity, thus it can be concluded that the roadway currently operates at better than LOS C.



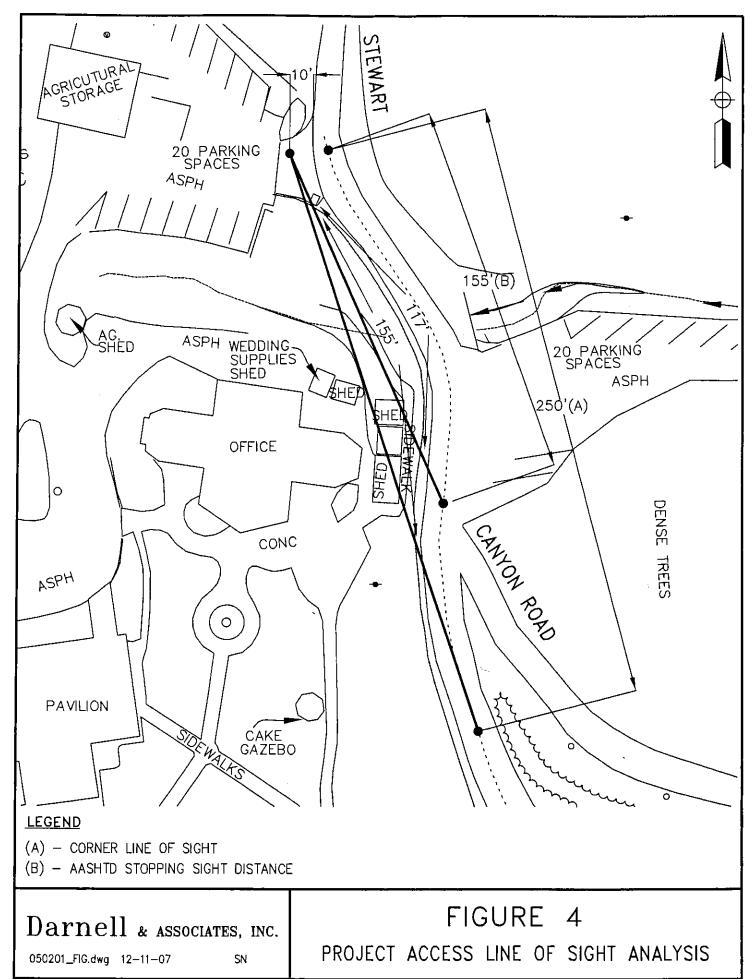
#### **SIGHT DISTANCE**

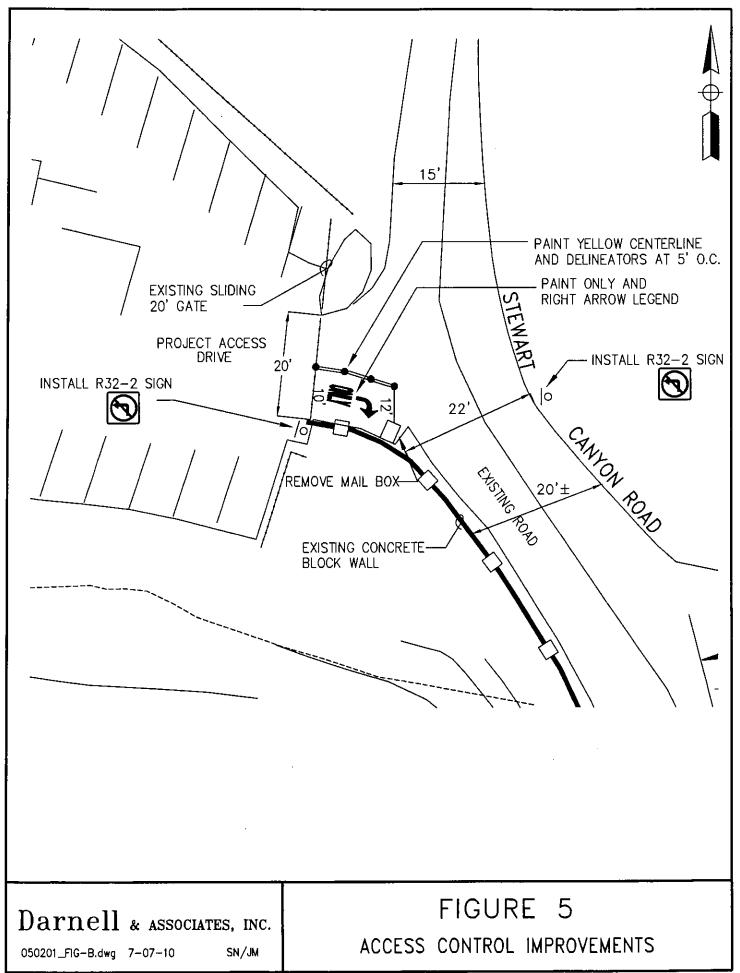
Per the County's request, D&A evaluated the adequacy of sight distance at the driveways along Stewart Canyon Road at the Los Willows' main office and at the wedding guest parking area. Photographs illustrating the sight distance findings are provided in the appendix to this report.

At the office driveway on Stewart Canyon Road, the sight distance evaluations found there is approximately 250 feet of sight distance looking to the northwest of the driveway and 110 feet of sight distance looking to the southeast of the driveway. Based on the County's sight distance requirements, a minimum corner sight distance of 250 feet is required. Per the American Association of State Highway and Transportation Officials (AASHTO), a minimum stopping sight distance of 155 feet is required on level terrain. Thus, there is currently inadequate corner and stopping sight distance southeast from the main office entrance on Stewart Canyon Road. There is no reasonable way to improve the sight distance at the main office entrance on Stewart Canyon Road to provide the County's 250 feet of corner sight distance. To provide the required corner sight distance would require the removal of 152 feet of existing wall. Figure 4 depicts the County's 250 foot clear zone line of sight and AASHTO'S 155 feet of stopping sight distance. To meet the minimum 155 feet of stopping sight distance would require the removal of 117 feet of existing concrete block wall. Traffic on Stewart Canyon Road to the north of the project has very low volume and does not provide an outlet. Further traffic to/from the project does require access to/from the north. Therefore to mitigate the projects line of site deficiency for vehicles traveling north on Stewart Canyon Road, it is recommended that the applicant restrict vehicles exiting the project site to right turns only. With this mitigation the corner line of sight and minimum stopping sight distance requirements are satisfied. Figure 5 depicts improvements that will be implemented to mitigate the line of sight condition. The applicant submitted a design modification request to the County for the sight distance at the office driveway on Stewart Canyon Road and received approval from the County on March 19, 2008. A copy of the design exception request and the County's approval is provided in the appendix to this report.

Sight distance at the exit from the wedding guest parking area at Stewart Canyon Road was found to exceed 424 feet looking to the north and in excess of 327 feet looking to the south. The sight distance looking to the north of the exit required motorist to look through the existing chain link fence along the west side of Stewart Canyon Road. The applicant has agreed to remove the conflicting portions of the chain link fence to provide the required 250 feet of corner sight distance.

In summary the 250 feet of corner sight distance requirements at the projects southerly exit can be provided with the relocation of a portion of the exiting chain link fence.





#### TRAFFIC IMPACTS

#### **Project Trip Generation**

County staff has requested that traffic impacts associated with the proposed major use permit be evaluated. Although all of the activities that are proposed to be included in the major use permit are currently taking place on the site and are included in the existing traffic counts, the weddings/social events and team building/corporate events are not included in the existing major use permit for the site. Therefore, the traffic impacts need to address the traffic generated by the team building/corporate events and wedding/social events. Since the weddings/social events that will occur on a non-holiday weekday will be limited to no more than 75 guests, only the team building activities and weddings with up to 75 guests need to be addressed in the weekday traffic impact analysis. The larger weddings and social events with up to 250 guests will only occur on weekends and holidays, and will thus not impact the typical weekday traffic conditions.

Table 2 provides a summary of the estimated daily trips generated by the team building or corporate events. A summary of the estimated trips generated by the wedding or social events is provided in Table 3.

Table 2 – Weekday Trip Gene	ration Calc	ulations	for Team	Building	and Cor	porate Ev	ents
	Non-I	Local Atte	ndees				
	# of	,	Trips/Vehic	ele	N	umber of Trips	
Type of Use	Wehicles	Daily	AM Peak <sup>(a)</sup>	PM Peak <sup>(b)</sup>	Daily	AM Peak <sup>(a)</sup>	PM Peak <sup>(b)</sup>
-Meeting Speaker	1	2	1	1	2	1	1
-Meeting Attendees (arrive by bus) <sup>(c)</sup>	4	2	1	1	8	4	4
-Catering Van <sup>(d)</sup>	1	2	0	0	2	0	0
Total:	6				12	5	5
	Loc	cal Attend	ees				
	ш - с	Trips/Vehicle			Number of Trips		
Type of Use	# of Vehicles	Daily	AM Peak <sup>(a)</sup>	PM Peak <sup>(b)</sup>	Daily	AM Peak <sup>(a)</sup>	PM Peak <sup>(b)</sup>
-Meeting Speaker	1	2	1	1	2	1	1
-Meeting Attendees	48	2	1	1	96	48	48
-Catering Van <sup>(d)</sup>	1	2	0	0	2	0	0
Total:	50				100	49	49

- (a) Since Team Building or corporate Events start at 9:30 AM, the AM peak traffic of generation occurs between 9:00–9:30 AM
- (b) Since Team Building or corporate Events end at 3:00 PM, the PM peak traffic generation occurs between 3:00 3:30 PM
- (c) Assumes Each Bus can accommodate up to 25 passengers
- (d) The catering van arrives around lunch time and will not add any traffic to the AM or PM peak hour

Table 3 – Trip Generation Calculations for Wedding and Social Events									
Type of Use	# Guests	Daily Trips per Guest (a)	Daily Trips	Peak Hour Trips per Guest (b)	Peak Hour Trips				
Weekday Wedding or social event	75	1.335	100	0.335 <sup>(c)</sup>	25 <sup>(c)</sup>				
Weekend/Holiday Wedding or social event	250	1.335	334	0.335	84				

- (a) Daily Trip Rate based on counts taken on Saturday April 9, 2005 where there were 207 daily trips associated with a wedding with 155 guests (207 trips/155 guests = 1.34 trips per guest)
- (b) Peak Hour Trip Rate based on counts taken on Saturday April 9, 2005 where there were 52 peak hour trips associated with a wedding with 155 guests (52 trips/155 guests = 0.34 trips per guest)
- (c) Since the Weekday weddings or social events will start no later than 3:00 PM, the peak hour traffic will occur outside of the standard peak hours of commuter traffic (which is typically 4:00-6:00 PM)

As previously discussed, the Los Willows team building or corporate event facility can accommodate groups up to 100 people with the average group ranging between 25 and 30 people. The meeting attendees that are from large corporations or offices that are located more than 50 miles away from the Los Willows facility generally reside in hotel rooms at the Pala Mesa Resort or Temecula Creek Inn. The participants are then bussed into Los Willows from the hotels by vans or small busses. Meeting attendees from local companies (companies located within driving distance) sometimes elect to drive themselves to the meeting. In addition to the meeting attendees, one (1) catering van is utilized to deliver lunches and/or other meals to the team building or corporate events. The Los Willows staff will limit the number of vehicles (including personal vehicles, buses, and service providers) entering the site for the team building/corporate events to no more than 50. Assuming each vehicle makes two trips (1 in and 1 out); the team building or corporate events would generate a range of 12 to 100 daily weekday trips. Of these trips, between 5 and 49 trips would occur during the morning and afternoon peak hour of generation. Since the team building and corporate events will start at 9:30 AM and end at 3:00 PM, the peak period of traffic generation for the team building or corporate meetings will occur between 9:00-9:30 AM and 3:00-3:30 PM which is outside of the standard peak hours of commuter traffic (generally occurs between 7:00-9:00 AM and 4:00 – 6:00 PM).

It should be noted that the proposed major use permit would limit the number of team building events or corporate events to no more than three (3) per week and currently the Los Willows site hosts an average of only four (4) team building events per month (or one event per week).

As was previously summarized in Table 1, the counts taken on Saturday, April 9, 2005 at the Los Willows site found there were 207 daily trips and 52 peak hour trips made by the wedding guests attending the wedding. Since there were 155 guests attending the wedding on Saturday, April 9, 2005 the trip generation rate for the wedding event is calculated to be 1.335 daily trips per guest (i.e. 207 trips/155 guests = 1.335 trips per guest) and 0.335 peak hour trips per guest (i.e. 52 trips/155 guests = 0.335 trips per guest). Utilizing these rates, a non-holiday weekday wedding or social event with a maximum of 75 guests would generate 100 daily trips and 25 peak hour trips. A weekend/holiday wedding or social event with a maximum of 250 guests would generate 334 daily trips and 84 peak hour trips. It should be noted that since the non-holiday weekday weddings and social events start at 3:00 PM, the peak hour of traffic generation for a non-holiday weekday wedding or social event would occur between 2:00 and 3:00 PM. This is outside of the standard peak hour of commuter traffic which generally occurs between 4:00-6:00 PM.

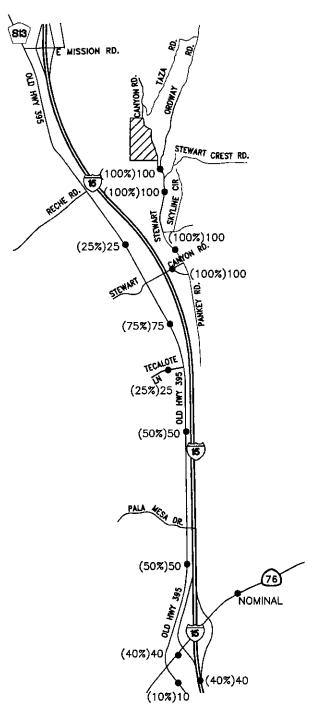
Since the team building and corporate events will never occur on the same day as a wedding or social event, the approval of the proposed major use permit to allow weddings or social events and team building or corporate events would generate a maximum of 100 daily trips during the week and a maximum of 334 daily trips on a weekend.

Figures 6 and 7 indicate project trip distributions and the project related daily traffic assignment for the team building or corporate events and non-holiday weekday weddings or social events, respectively, on neighboring circulation element roads and highways.

#### Thresholds of Significance

According to page XII-4-20 of the Public Facility Element for San Diego County, a discretionary project which has a significant impact on roadways will be required, as a condition of approval, to make "improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below 'D' on off-site and on-site abutting County of San Diego's Circulation Element roads. New development that would significantly impact congestion on roads at LOS 'E' or 'F', either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to 'D' or better or appropriate mitigation is provided. Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines." A copy of excerpts from the County's *Public Facility Element* can be found in the appendix to this report.





### LEGEND

● Z,ZZZ - AVERAGE DAILY TRAFFIC

● XX% - DISTRIBUTION PERCENTAGE

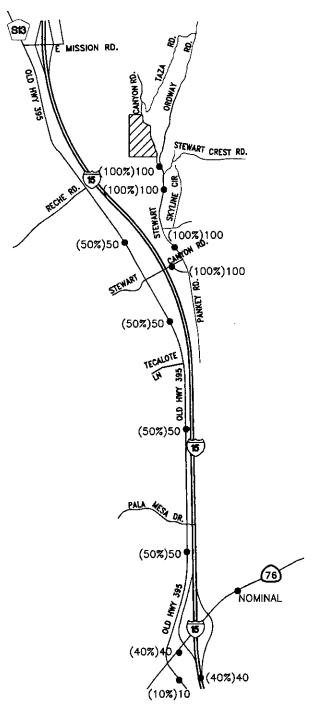
LOS WILLOWS WEDDING/EVENT SITE

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FIGURE 6
PROJECT RELATED DAILY TRAFFIC
(TEAM BUILDING EVENTS)





#### **LEGEND**

● Z,ZZZ - AVERAGE DAILY TRAFFIC

● XX% - DISTRIBUTION PERCENTAGE

- LOS WILLOWS WEDDING/EVENT SITE

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FIGURE 7
PROJECT RELATED DAILY TRAFFIC
(WEEKDAY WEDDINGS)

Although the *Public Facility Element (PFE)* sets standards as to which level of service roadways and intersections must operate within the County (i.e. requires operation of LOS D or better), it does not establish a guideline to evaluate whether a project is significant if it adds traffic to a roadway facility that is currently operating at an unacceptable LOS E or F. Thus, the *County of San Diego Guidelines for Determining Significance*, *First Modification February 19*, 2010 was developed to evaluate the significance of traffic impacts on roadways and intersections which are currently operating at LOS E or F. A summary of the County's Guidelines is provided in Table 4. Excerpts from the County's Guidelines are provided in the appendix to this report.

	Table 4 – Measures of Significant Project Impacts								
	Allowable Increase on Congested Roads and Intersections								
LOS	Intersection	ıs	1	Road Segments					
	Signalized	Unsignalized	2-Lane Road	4-Lane Road	6-Lane Road				
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement	200 ADT	400 ADT	600 ADT				
LOS F	Either a Delay of 1second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement	100 ADT	200 ADT	300 ADT				

#### Notes:

- A critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues, which typically operate at LOS F. Also if a project adds significant volume to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway.
- By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.
- The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
- For determining significance at signalized intersection with LOS F conditions, the analysis must evaluate both the delay <u>and</u> the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

ADT = Average Daily Traffic; LOS = Level of Service, sec = Seconds of Delay per Vehicle

As shown in Table 4, per the County's Guidelines, "[t]raffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a road segment:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Circulation Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in Table [4], or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity."

As discussed on pages 13 and 14 of the *County of San Diego Guidelines for Determining Significance, First Modification February 19, 2010*, an increase of the daily thresholds established for roadway segments operating at LOS E would result in only one additional car every 2.4 minutes per lane while the thresholds established for roadway segments operating at LOS F would result in only one additional car every 4.8 minutes. Therefore, the thresholds identified in Table 4, in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and would thus not constitute a significant impact on the roadway.

#### **Direct Impacts**

As noted in Table 4, a project is allowed to add up to 100 average daily weekday trips to a two-lane roadway segment that is operating at LOS F before it is considered to have a significant direct impact. The proposed major use permit for Los Willows will generate a maximum of 100 daily weekday trips for the team building or corporate events or weekday wedding or social events.

With the addition of the 100 ADT generated by the weekday weddings or social events or team building or corporate events, the weekday traffic on Stewart Canyon Road just south of Ordway Road would increase to 501 ADT (401 ADT existing + 100 ADT from the weekday wedding or social event or team building or corporate event) which is 33 percent (33%) of the recommended LOS C capacity. Thus, Stewart Canyon Road will continue to operate at better than LOS C even with the approval of the proposed major use permit for Los Willows. Accordingly, because project traffic will not exceed 100 average daily weekday trips and Stewart Canyon Road will continue to operate at better than LOS C, the project will not result in any direct impacts to Stewart Canyon Road.

As was illustrated on Figure 6, the project traffic would be greatest on Old Highway 395 during the weekday team building or corporate events when the project is estimated to add 75 daily trips to Old Highway 395 between Stewart Canyon Road and Tecalote Lane. This is well below the 100 average daily trip thresholds for project significance to any of these circulation element roads or highways. Accordingly, the project will not result in any direct impact to Stewart Canyon Road or any neighboring circulation element roads or highways.

Since the project will not add any traffic to the roadway network during the typical commuter morning and afternoon peak hours (7:00-9:00 AM and 4:00-6:00 PM) the project will not result in any direct impacts to any of the neighboring intersections.

#### SUMMARY OF FINDINGS AND CONCLUSIONS

- Los Willows is seeking a major use permit to allow the weddings/social events, and team-building/corporate events on the 27.74 acre site.
- The major use permit will limit on-site uses to no more than 3 weddings or social events and no more than 3 team building or corporate events per week. Weekend or holiday weddings or social events are limited to 250 guests. Weekday weddings or social events are limited to 75 guests. Team building or corporate events may not occur on the same day as a wedding or social event.
- Team building and corporate events are limited to a maximum of 100 guests per event and a maximum of 50 vehicles and busses per event for all guests and service providers.
- All events will occur during non-peak hours.
- Stewart Canyon Road is part of the County Service Area (CSA). As a CSA road, the minimum requirement for Stewart Canyon Road is to meet the interim road improvements in accordance with Public Road Standards. Further, Stewart Canyon Road within the CSA area will continue to operate at better than LOS C with the addition of the traffic associated with the proposed major use permit.
- The proposed project will not have any direct traffic impacts on Stewart Canyon Road or any highways or circulation element roads in the area.
- Since the proposed project will not generate any traffic during the typical commuter morning and afternoon peak hours (7:00-9:00 AM and 4:00-6:00 PM), the project will not result in any direct or cumulative impacts to the nearby intersections.
- To ensure that the project will not add traffic to the typical commuter peak hours, the Los Willows facility will be required to submit a quarterly monitoring report to the County of San Diego which includes the number or events that took place, the start and end times of each event, and the number of attendees at each event.
- To mitigate the projects clear zone and stopping sight distance constraint at the projects main access a design modification request has been submitted and approved by the County to restrict project traffic to right turns only. Figure 5 depicts the recommended improvements.
- To provide 250 feet of corner sight distance at the projects southerly exit the applicant should relocate the existing chain link fence to provide the required 250 feet sight distance.

### **APPENDIX**

➤ Daily Traffic Counts

> Existing Major and Minor Use Permits

> Excerpts from the County's Guidelines for Determining Significance

> Excerpts from County's Public Facility Element

> County of San Diego TIF Land Use Categories

➤ County TIF Rates

> County Service Area (CSA) Map for Stewart Canyon Road

➤ Sight Distance Photos

➤ Request for Modification to a Road Standard

Daily Traffic Counts

Prepared by: Southland Car Counters

Volumes for: Saturday, April 09, 2005 City: Rainbow Project #: 05-3119-002 Location: First fork EΒ AM Period NB WB PM Period WB 00:00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 01:00 13:00 01:15 13:15 01:30 13:30 01:45 13:45 02:00 14:00 02:15 14:15 02:30 14:30 02:45 14:45 03:00 15:00 03:15 15:15 03:30 15:30 03:45 15:45 04:00 16:00 04:15 16:15 04:30 16:30 04:45 16:45 05:00 17:00 05:15 17:15 05:30 17:30 05:45 17:45 06:00 18:00 06:15 18:15 06:30 18:30 06:45 18:45 07:00 19:00 07:15 19:15 07:30 19:30 07:45 19:45 08:00 20:00 08:15 20:15 08:30 20:30 08:45 20:45 09:00 21:00 09:15 21:15 09:30 21:30 09:45 21:45 10:00 22:00 10:15 22:15 10:30 22:30 10:45 22:45 11:00 23:00 11:15 23:15 11:30 23:30 11:45 23:45 n Total Vol. **Daily Totals** NB SB WB Combined **AM** PM Split % 50.9% 28.0% 49.1% 47.8% 72.0% 52.2% Peak Hour 10:15 11:45 11:45 15:15 21:15 15:15 Volume 

0.61

P.H.F.

0.70

0.67

0.39

0.82

0.78

Prepared by: Southland Car Counters

Volumes for: Sunday, April 10, 2005 City: Rainbow Project #: 05-3119-002 Location: First fork AM Period NB EΒ WB PM Period ΕВ <u>WB</u> 00:00 0 1 12:00 4 2 00:15 0 0 12:15 3 1 00:30 0 1 12:30 4 00:45 0 12:45 6 17 28 01:00 0 0 13:00 9 01:15 1 0 13:15 7 01:30 0 0 13:30 14 6 01:45 0 13:45 16 46 63 02:00 0 0 14:00 8 1 02:15 0 0 2 14:15 0 02:30 0 0 14:30 1 3 02:45 0 0 0 0 14:45 12 18 03:00 0 0 5 15:00 6 03:15 0 0 15:15 2 6 03:30 2 1 15:30 3 5 03:45 0 15:45 11 2 19 30 04:00 0 0 3 16:00 3 04:15 0 0 16:15 1 04:30 0 0 16:30 2 04:45 0 0 0 16:45 3 9 13 22 0 0 05:00 17:00 2 6 05:15 0 0 2 17:15 5 05:30 0 0 17:30 2 5 05:45 0 0 17:45 3 6 22 31 06:00 0 2 1 18:00 4 06:15 1 1 18:15 1 6 06:30 2 18:30 1 10 06:45 5 16 18:45 12 32 36 07:00 4 2 0 19:00 4 07:15 1 2 19:15 0 1 07:30 2 2 19:30 2 2 07:45 15 19:45 11 0 08:00 1 20:00 1 5 08:15 1 0 20:15 1 1 08:30 2 1 20:30 0 0 08:45 4 6 10 20:45 0 09:00 5 2 21:00 0 1 09:15 1 1 21:15 0 0 09:30 4 21:30 1 1 09:45 9 21 21:45 2 6 10:00 2 2 22:00 1 1 10:15 0 1 22:15 0 0 10:30 3 1 22:30 0 2 10:45 12 22:45 0 11:00 1 2 23:00 1 0 11:15 2 23:15 0 0 11:30 2 3 23:30 0 0 11:45 20 23:45 0 0 0 Total Vol. 57 47 104 120 139 259 **Daily Totals** NΒ SB WB Combined 177 186 363 **AM** PM Split % 54.8% 28.7% 45.2% 46.3% 53.7% 71.3% Peak Hour 11:45 08:45 11:45 13:00 18:00 13:00 Volume 16 11 26 46 32 63 P.H.F. 0.80 0.69 0.65 0.79 0.67 0.75

Prepared by: Southland Car Counters

Volumes for: Monday, April 11, 2005 City: Rainbow Project #: 05-3119-002 Location: First fork AM Period NB WB PM Period SB WB 00:00 0 0 12:00 2 3 00:15 0 0 12:15 7 5 00:30 0 0 12:30 2 00:45 0 12:45 3 31 01:00 0 0 13:00 2 1 01:15 1 13:15 3 01:30 0 0 13:30 3 01:45 0 0 13:45 12 21 02:00 0 0 14:00 4 02:15 0 0 3 14:15 02:30 0 0 14:30 6 02:45 0 0 0 0 14:45 2 15 24 39 03:00 0 0 15:00 1 2 03:15 0 0 15:15 2 03:30 2 1 15:30 3 03:45 10 15:45 6 11 21 04:00 0 1 5 16:00 4 04:15 0 0 16:15 5 6 04:30 0 0 16:30 2 04:45 0 0 3 16:45 15 16 31 0 0 05:00 17:00 3 05:15 0 0 17:15 1 7 05:30 0 0 17:30 4 05:45 3 17:45 6 31 06:00 0 3 6 5 18:00 06:15 1 1 18:15 3 2 06:30 2 18:30 3 06:45 13 18:45 3 15 12 27 07:00 4 2 1 2 19:00 07:15 10 19:15 3 6 07:30 10 2 19:30 2 2 07:45 25 8 33 19:45 3 20 08:00 10 2 20:00 1 4 08:15 5 6 20:15 1 1 08:30 4 20:30 0 0 08:45 20 12 32 20:45 0 8 09:00 6 21:00 0 2 09:15 1 21:15 1 0 09:30 1 3 21:30 1 0 09:45 17 25 0 21:45 5 10:00 1 1 22:00 0 1 10:15 0 1 22:15 0 0 10:30 3 1 22:30 0 10:45 6 20 22:45 0 0 0 11:00 2 4 23:00 1 0 11:15 3 23:15 0 0 11:30 3 6 23:30 0 0 11:45 16 27 23:45 Total Vol. 86 76 162 107 132 239 **Daily Totals** NB SB ĒΒ WB Combined 193 208 401 **AM** PM Split % 53.1% 40.4% 46.9% 44.8% 55.2% 59.6% Peak Hour 07:15 10:45 07:15 17:30 14:00 14:00 Volume 31 20 39 19 24 39 P.H.F. 0.78 0.83 0.81 0.92 0.86 0.89

Prepared by: Southland Car Counters

Volumes for: Saturday, April 09, 2005 City: Rainbow Project #: 05-3119-003 Location: Second fork AM Period NB ΕB WΒ PM Period SB **WB** 00:00 0 1 12:00 4 1 00:15 0 12:15 3 0 0 00:30 0 12:30 4 00:45 0 0 12:45 21 01:00 0 0 13:00 8 3 01:15 0 0 13:15 1 0 01:30 0 0 13:30 13 2 01:45 0 0 13:45 11 33 02:00 0 0 14:00 9 0 02:15 0 0 14:15 2 0 02:30 0 0 14:30 1 0 02:45 0 0 0 0 14:45 13 0 1 13 03:00 0 0 15:00 4 3 03:15 0 0 2 15:15 3 03:30 0 0 15:30 2 3 03:45 0 0 0 15:45 10 10 20 04:00 0 0 16:00 2 2 04:15 0 0 16:15 2 04:30 0 0 16:30 0 04:45 0 0 0 O 16:45 2 10 15 0 05:00 0 17:00 4 2 05:15 0 0 17:15 3 05:30 0 0 17:30 2 05:45 0 0 0 17:45 4 13 15 28 06:00 0 0 1 18:00 1 06:15 0 0 18:15 2 06:30 2 1 18:30 2 4 06:45 6 18:45 22 42 07:00 0 1 19:00 1 5 07:15 1 19:15 1 0 07:30 2 0 19:30 0 0 07:45 6 19:45 0 0 08:00 0 2 20:00 1 6 08:15 0 20:15 0 0 08:30 0 0 20:30 0 0 08:45 5 20:45 0 0 4 09:00 4 21:00 0 0 09:15 1 1 21:15 0 0 09:30 2 1 21:30 0 0 09:45 8 16 21:45 0 10:00 2 2 22:00 1 0 10:15 1 1 22:15 0 0 10:30 0 22:30 0 1 10:45 0 8 22:45 0 0 11:00 3 1 23:00 0 0 11:15 23:15 0 0 11:30 2 1 23:30 0 0 11:45 15 0 23:45 0 0 0 Total Vol. 31 27 58 103 95 198 **Daily Totals** NB SB WB Combined 134 122 256 AM PM Split % 53.4% 46.6% 22.7% 52.0% 48.0% 77.3% **Peak Hour** 11:45 09:00 11:45 13:30 18:15 18:15 Volume 13 8 19 35 38 46 P.H.F. 0.81 0.50 0.59 0.81 0.43 0.46

Prepared by: Southland Car Counters

Volumes for: Sunday, April 10, 2005 City: Rainbow Project #: 05-3119-003 Location: second fork AM Period NB EΒ WB PM Period NΒ EΒ WΒ 00:00 0 0 12:00 1 1 00:15 0 0 12:15 0 00:30 0 0 12:30 4 8 00:45 0 12:45 12 10 22 01:00 0 0 13:00 1 0 01:15 0 13:15 3 2 01:30 0 0 13:30 2 4 01:45 0 0 0 13:45 2 0 0 02:00 14:00 0 0 02:15 0 0 14:15 0 0 02:30 0 0 14:30 2 0 02:45 0 0 0 0 14:45 03:00 0 0 15:00 0 1 03:15 0 0 15:15 2 1 03:30 0 0 15:30 1 0 03:45 15:45 3 12 04:00 0 0 2 16:00 1 04:15 0 0 16:15 4 2 04:30 0 0 16:30 2 04:45 0 0 16:45 3 16 0 05:00 0 17:00 4 3 05:15 0 0 17:15 2 5 05:30 0 0 17:30 3 1 05:45 17:45 10 0 19 0 2 06:00 18:00 0 0 06:15 0 18:15 2 06:30 2 18:30 1 1 06:45 11 18:45 07:00 2 2 19:00 1 1 0 07:15 0 19:15 0 0 07:30 0 1 19:30 1 0 07:45 9 19:45 2 0 2 08:00 1 20:00 1 0 08:15 0 0 20:15 1 0 08:30 2 0 20:30 1 0 08:45 9 20:45 0 3 5 09:00 21:00 0 0 09:15 2 0 21:15 0 2 09:30 1 21:30 0 1 09:45 13 20 21:45 0 10:00 0 1 22:00 1 0 10:15 0 0 22:15 0 0 10:30 2 1 22:30 0 0 10:45 0 22:45 0 0 11:00 4 3 23:00 0 1 11:15 2 1 23:15 0 0 11:30 2 2 23:30 0 0 0 0 11:45 23:45 0 0 0 Total Vol. 35 40 75 67 47 114 Daily Totals EB NB SB WB Combined 102 87 189 **AM** PΜ Split % 46.7% 53.3% 39.7% 58.8% 41.2% 60.3% **Peak Hour** 10:30 09:00 08:45 16:15 12:30 12:00 Volume 10 13 20 13 11 22 P.H.F. 0.63 0.65 0.63 0.75 0.34 0.46

Prepared by: Southland Car Counters

Volumes for: Monday, April 11, 2005 City: Rainbow Project #: 05-3119-003 Location: Second fork AM Period NB ΕB WB PM Period WB 00:00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 01:00 13:00 01:15 13:15 01:30 13:30 01:45 13:45 02:00 14:00 02:15 14:15 02:30 14:30 02:45 14:45 03:00 15:00 03:15 15:15 03:30 15:30 03:45 15:45 б 04:00 16:00 04:15 16:15 04:30 16:30 04:45 16:45 05:00 17:00 05:15 17:15 05:30 17:30 05:45 17:45 06:00 18:00 06:15 18:15 06:30 18:30 06:45 18:45 07:00 19:00 07:15 19:15 07:30 19:30 07:45 б 19:45 08:00 20:00 08:15 20:15 08:30 20:30 08:45 20:45 09:00 21:00 09:15 21:15 09:30 21:30 09:45 21:45 10:00 22:00 10:15 22:15 10:30 22:30 10:45 22:45 11:00 23:00 11:15 23:15 11:30 23:30 11:45 23:45 Total Vol. នព

rom ron	3,	73		80	/1	55			126
		NB	SB	Daily Totals EB	WB	Combined			
			108	98			206		
referential reco			AM				PM		
Split %	46.3%	53.8%		38.8%	56.3%	43.7%			61.2%
Peak Hour	11:00	11:15		11:15	16:00	12:00			16:00
Volume	12	20	•	31	13	12			21
P.H.F.	0.75	0.63		0.70	0.75	0.38			0.88

Prepared by: Southland Car Counters

Project #: 05-3119-004 City: Rainbow Volumes for: Saturday, April 09, 2005 Location: Wedding Chapel Entrance WB. SB ΕВ NB WB PM Period AM Period NB SB 12:00 00:00 12:15 00:15 12:30 00:30 12:45 00:45 13:00 01:00 13:15 01:15 13:30 01:30 13:45 01:45 14:00 02:00 14:15 02:15 14:30 02:30 14:45 02:45 15:00 03:00 15:15 03:15 15:30 03:30 15:45 03:45 16:00 04:00 16:15 04:15 16:30 04:30 16:45 04:45 17:00 05:00 17:15 05:15 17:30 05:30 17:45 05:45 18:00 06:00 18:15 n 06:15 18:30 06:30 18:45 06:45 19:00 07:00 19:15 07:15 19:30 07:30 19:45 07:45 20:00 08:00 20:15 08:15 20:30 08:30 20:45 08:45 21:00 09:00 21:15 09:15 21:30 09:30 21:45 09:45 22:00 10:00 22:15 10:15 22:30 10:30 22:45 10:45 23:00 11:00 23:15 11:15 23:30 11:30 23:45 11:45 Total Vol. **Daily Totals** Combined WB NB SB PM AΜ 51.2% 99.0% 1.0% 48.8% 50.0% Split % 50.0% 13:15 10:30 13:30 18:15 **Peak Hour** 10:30 10:00 Volume 0.55 0.50 0.74 0.58 0.25 P.H.F. 0.25

# Average Daily Traffic Volumes Prepared by: Southland Car Counters

Volumes for: Sunday, April 10, 2005

City: Rainbow

Project #: 05-3119-004

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11:45				23:45			<u></u>		
Total Vol.					NB	SB	Daily Totals EB	WB_	Combine
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Split %	Tariffel	Alv		34.4					
Peak Hour									:
Volume				i					

Prepared by: Southland Car Counters

Project #: 05-3119-004 City: Rainbow Volumes for: Monday, April 11, 2005 Location: Wedding Chapel Entrance WB SB EΒ PM Period WB AM Period NB SB 12:00 00:00 12:15 00:15 12:30 00:30 12:45 00:45 13:00 01:00 13:15 01:15 13:30 01:30 13:45 01:45 14:00 02:00 14:15 02:15 14:30 02:30 14:45 02:45 15:00 03:00 15:15 03:15 15:30 03:30 15:45 03:45 16:00 04:00 16:15 04:15 16:30 04:30 16:45 04:45 17:00 05:00 17:15 05:15 17:30 05:30 17:45 05:45 18:00 06:00 18:15 06:15 18:30 06:30 18:45 06:45 19:00 07:00 19:15 07:15 19:30 07:30 19:45 07:45 20:00 08:00 20:15 08:15 20:30 08:30 20:45 08:45 21:00 09:00 21:15 09:15 21:30 09:30 21:45 09:45 22:00 10:00 22:15 10:15 22:30 10:30 22:45 10:45 23:00 11:00 23:15 11:15 23:30 11:30 23:45 11:45 Total Vol. **Daily Totals** WB Combined NB SB PM AM 50.0% 20.0% 80.0% 50.0% Split % 80.0% 20.0% 13:15 07:00 16:15 13:15 07:00 07:00 **Peak Hour** .5 Volume 0.25 0.25 0.25 0.25 P.H.F. 0.25

Existing Major and Minor Use Permits

FROM: LOS WILLOWS

PHONE NO. :

Oct. 28 2004 11:05AM PS

OFFICE OF THE ZONING ADMINISTRATOR

Meeting of January 10, 1997

Albert and Catherine Ranson/Winnie Browning Trust, ZAP 96-047, Fallbrook Community Planning Area, A70 Limited Agriculture Use Regulations

## Project Description:

Proposed Minor Use Permit for a bed and breakfast home in accordance with Section 6156 a.a. of The Zoning ordinance, which allows a bed and breakfast home with the issuance of a Minor Use Permit. Environmental Status: Negative Declaration, November 26, 1996.

The project is located on an approximately 7.33 acre site on the easterly side of Stewart Canyon Road in the Fallbrook area. The property already contains a single-family dwelling (eight bedrooms) in the final construction stages with a driveway from Stewart Canyon Road. The site is graded level in the vicinity of the dwelling with moderate to steep slopes in the remainder area. An older resort (The Willows) is located on the westerly side of Stewart Canyon Road opposite this proposed facility. This older resort was granted by Major Use Permit P76-092 and is not a part of the Minor Use Permit.

## Project Background:

The proposed project consists of an existing (in final construction stages) single-family dwelling with split levels, eight bedrooms, attached garage, and ten open parking spaces. A bed and breakfast home is allowed as an accessory use upon issuance of a Minor Use Permit in the A70 Use Regulations. The applicant is proposing that the residence be used for a bed and breakfast home with five of the eight bedrooms being used for guest purposes. Section 6156.a.a. of The Zoning Ordinance contains specific conditions for a bed and breakfast home and on-going conditions have been made part of the Decision.

The Department of Health Services has reviewed this application and has no objection to this application. The septic system has received final approval (see attachments).

Department of Public Works records show that Stewart Canyon Road is a public road with road maintenance conducted through a County Service Area (CSA). Department of Public Works records show that owners of the subject property pay into the csa funding.

A - 12

טיי בטי בעשם FELLIZER LHW UFFICES → 16192334034 **P**010 FROM: LOS WILLOWS PHONE NO. Oct. 28 2004 11:06AM P6 January 10, 1997 ZAP 96-047 The Fallbrook Community planning Group considered this application on November 11, 1996. The Group recommended approval of the project unanimously (12-0). Approve ZAP 96-047 per the reasons in the attached praft Form of Decision. DL:mo

A - 13

#### SAN DIEGO COUNTY PLANNING COMMISSION

9150 Chesapeake Drive

San Diego, California 92123

January 21, 1977

W1:32

# Decision of the Commission On the Application of WILLIAM KARNS/PALA MESA SPA Application Number P76-92

GRANT, a special use permit pursuant to Sections 450.2.3 and 700.1 of The Zoning Ordinance, for a health spa consisting of swimming and therapy pools, lounge, exercise rooms, hiking trails and fishing; and, a variance for a six-foot high fence in the front yard setback.

The following conditions are imposed with the granting of this special use permit:

- A. This permit shall be null and void 180 days following the effective date of the granting of this permit unless the applicant:
  - 1. Submits for the approval of the Director of LUER a revised plot plan at a minimum scale of 1" 50' showing the following:
    - a. Parking for 10 cars.
    - b. Any other existing structures.
    - c. Water course.
  - 2. Obtains approval from the San Diego County Department of Public Health of the subsurface sewage disposal system and public water supply to serve this facility. Any unused wells on the property shall be properly abandoned in compliance with the San Diego County Code.
    - 3. Obtains approval from the Department of Public Health for the existing swimming and therapy pools.
    - 4. Receives sign permits for all signs on or off premises pursuant to The Zoning Ordinance.

(NOTE: The period of compliance may be extended by the Director of LUER if deemed appropriate.)

Upon certification by the Director of LUER for occupancy or establishment of use allowed by this special use permit, the following conditions shall apply:

B. All light fixtures shall be designed and adjusted to reflect light downward, away from any road or street, and away from any adjoining premises, and shall otherwise conform to Section 534.5 of The Zoning Ordinance.

- C. The access road shall be well maintained.
- D. There shall be no overnight guests. If such lodging is to be provided this permit shall be modified.

#### Special Use Permit

Pursuant to Section 710 of The Zoning Ordinance the following findings in support of the granting of the special use permit are made:

(1) The granting of such special use permit will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in such vicinity and zone in which the property is located.

The fact supporting Finding (1) is as follows:

The spa is located in a remote area with no nearby residences. Subject to the conditions imposed, the use will not be detrimental to surrouding properties.

(2) The granting of such special use permit will not adversely affect any master or precise plan adopted pursuant to law.

The fact supporting Finding (2) is as follows:

The property is designated "Agricultural Estates"; however, the land formation is a V-shaped canyon making agricultural uses impossible. The spa meets the major goal of the fallbrook Plan by retention "of the open space beauty of the natural creek channels" traversing the property.

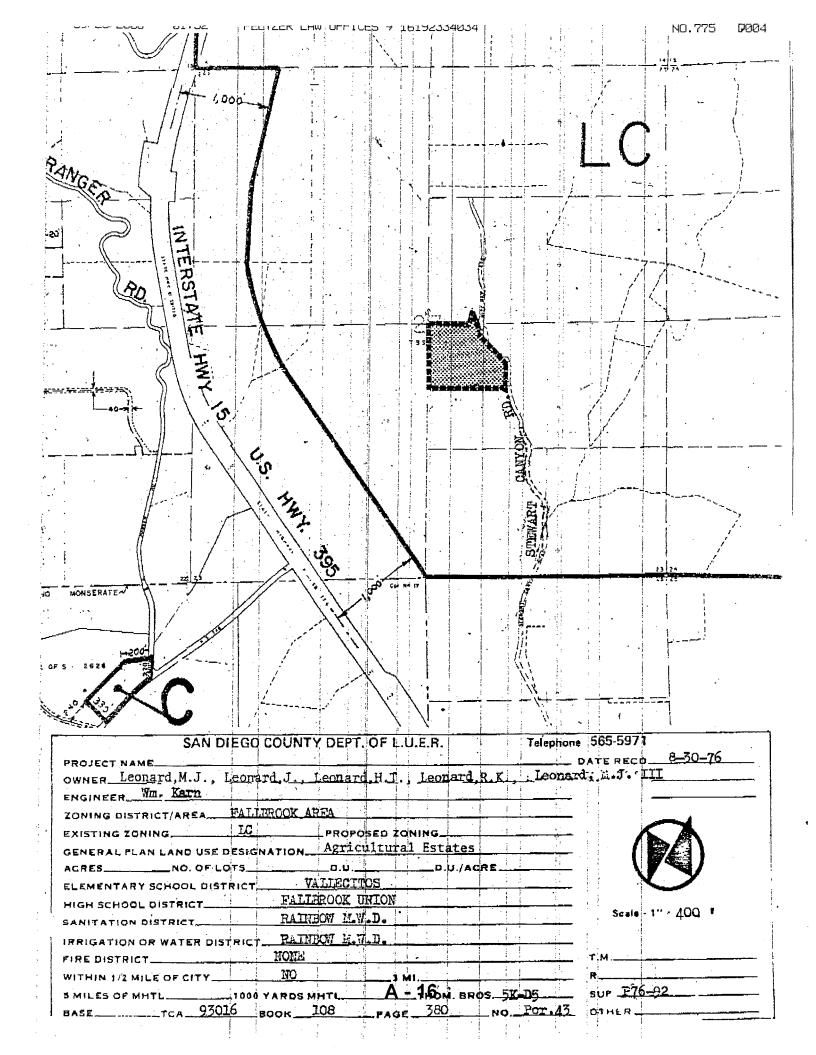
#### Variance:

Pursuant to Section 708 of The Zoning Ordinance, the following findings in support of the granting of the variance are made:

(1) There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to the property or class of use in the same vicinity and zone.

The fact supporting Finding (1) is as follows

Since the property is basically a V-shaped canyon, the house and the fence had to be built adjacent to the road on the more level land and out of the flood plain.



'FŘOM : LOS WILLOWS

عالمية في المحمد يستقع الأنظ عرف الرفيسرة الذي

PHONE NO. :

Oct. 28 2004 11:06AM P7

11/13/96



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### County of San Diego

DANIEL J. AVERA

DEPARTMENT OF ENVIRONMENTAL HEALTH P.O. BOX \$5201, SAN DIEGO, CA \$2189-5241 (519) 336-2222 FAX (619) 334-2977

LARRY T. AKER ASSISTANT DIRECTOR

5201 RUFFIN ROAD - SUITE C-0564 SAN DIEGO, CA. 92123 619-565-5173

13 November 1996

Department of Planning and Land Use (0650) Attention: Nancy Whalen, Planner TOE

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FROM: Frank Gabrian, Deputy Chief
Department of Environmental Health (DEH), Land Use Division

HIMOR USE PERHIT (ZAP 96-047) - (Los Willows Bed and Breakfast) - 532 Stewart Canyon Road, Fallbrook, Ca. (APN:108-382-02)

#### DISCUSSION:

- This permit will allow the use of five (5) bedrooms in the eight (8) bedroom residence for a Continental Bed and Breakfast Facility.
- 2. There will be two employees: a maid and a cook.
- The eight bedroom single family residence is served by public water and a subsurface sewage disposal system. This system is approved for the Bed and Breakfast type of operation. Any food preparation other than for a Continental Breakfast will require commercial kitchen calculations to determine septic system and/or other permit requirements.

#### RECOMMENDATION:

The Department of Environmental Health has no objection to approval of the Continental Bed and Breakfast Facility.

#### BASIS OF RECOMMENDATION:

The property is 7.33 acres in size with an average percolation rate of 14.3 minutes/inch. A new 2000 gallon septic tank and 731 feet of leach line was installed for the eight (8) bedroom residence. A permit (T70522) was issued by staff and final approval granted.

"Prevention Comes First"

MINOR USE PERMIT (ZAP 96-047) - (Los Willows Bed and Breakfast) - 532 Stewart Canyon Boad, Pallbrook, Ca. (APN: 108-382-02)

should there be any questions, please contact Larry Newcomb, Division Supervisor, at 565-5173.

FROM : LOS WILLOWS

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# County of San Atego

GARY L. PRYOR DIRECTOR (819) 694-2962

#### DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B. SAN DIEGO, CALIFORNIA 92123-1886 INFORMATION (619) 694-2960

January 10, 1997

Albert and Catherine Ranson/ Winnie Browning Trust 530 Stewart Canyon Road Fallbrook, California 92028

FINAL DECISION OF THE ZONING ADMINISTRATOR
Minor Use Permit

APPLICATION NUMBER:

ZAP 95-047

APN: 108-382-02

NAME OF APPLICANT

Albert and Catherine Ranson/Winnie Browning Trust

LOCATION OF PROPERTY:

532 Stewart Canyon Road, Fallbrook, A70 Use Regulations

#### DECISION:

Grant, as per plot plan dated October 31, 1996, a Minor Use Permit to allow a bed and breakfast home with a maximum of five (5) bedrooms available for rent and ten (10) parking spaces.

#### CONDITIONS:

- A. Prior to use of the property in reliance of this Minor Use Permit, the applicant shall:
  - Pay off all existing deficit accounts associated with processing this
    application to the satisfaction of the Department of Planning and
    Land Use and the Department of Public Works.
  - 2. Provide a letter from the North County Fire Protection District stating that their requirements have been satisfied.

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- B. Upon certification by the Director of the Department of Planning and Land Use for occupancy or establishment or use allowed by this Minor Use Permit, the following conditions shall apply:
  - 1. A maximum of five bedrooms shall be available for rent.
  - Parking for guests and employees shall be available during the operation of this facility.
  - 3. Service shall be limited to the rental of rooms and the provision of breakfast for overnight guests. No food preparation or cooking for guests shall be conducted within any bedroom made available for rent.
  - 4. A minimum of one owner or lessee of the property shall operate the facility and reside in the home.
  - 5. The project is limited to two employees, a maid and a cook-
  - 6. The owner shall maintain his/her participation in the County Service Area (CSA) for the maintenance of Stewart Canyon Road.

#### FINDINGS:

- a. That the location, size, design, and operating characteristics of the proposed use will be compatible with adjacent uses, residents, buildings, or structures, with consideration given to:
  - 1. Harmony in scale, bulk, coverage and density.

The proposed bed and breakfast facility will be located in a splitlevel eight-bedroom single-family dwelling with a footprint of approximately 3,600 square feet. This large, custom single-family home is compatible with the surrounding rural residential neighborhood.

2. The availability of public facilities, services and utilities;

The project has received satisfactory service availability letters from the Rainbow Municipal Water District and the North County Fire Protection District. The San Diego County Department of Health Services has approved the project for a septic system

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3. The harmful effect, if any, upon desirable neighborhood character;

The project is located on a large lot (7.33 acres) with a setback of approximately 240 feet from Stewart Canyon Road. Other properties in the area are similarly sized. The project, a bed and breakfast home, is located in a large single-family dwelling. This residential-related use is compatible with the rural residential character of the area, has adequate setbacks, and will not be harmful to the neighborhood character.

 The generation of traffic and the capacity and physical character of surrounding streets;

Access to the project is by Stewart Canyon Road, a paved all-weather road. Stewart Canyon Road is adequate to handle the traffic generated by this small project. In addition, maintenance for Stewart Canyon Road will be provided through a County Service Area (CSA).

 The suitability of the site for the type and intensity of use or development which is proposed; and to

The approximately 7.33 acres has a level area with adequate room for the dwalling and parking area. The site is suitable for the proposed development.

b. That the impacts, as described in paragraph "a" of this section and the location of the proposed use will be consistent with the San Diego County General Plan.

The property is designated as (I7) Estate under the San Diego County General Plan and the Fallbrook Community Plan. The proposed commercial use is a bed and breakfast home, located in a single-family dwelling, and has a residential character that is compatible with the Estate designation.

C. That the requirements of the California Environmental Quality Act have been complied with.

The project has received a Negative Declaration dated November 26, 1996.

THE ISSUANCE OF THIS PERMIT BY THE COUNTY OF SAN DIEGO DOES NOT AUTHORIZE THE APPLICANT FOR SAID PERMIT TO VIOLATE ANY FEDERAL, STATE OR COUNTY LAWS, ORDINANCES, REGULATIONS OR POLICIES INCLUDING, BUT NOT LIMITED TO, THE FEDERAL ENDANGERED SPECIES ACT AND ANY AMENDMENT THERETO.

DEFENSE OF LAWSUITS AND INDEMNITY: The applicant shall: (1) defend, indemnify and hold harmless the County, its agents, officers and employees, from any claim, action or proceeding against the County, its agents, officers or employees to attack, set aside, void or annul this approval or any of the proceedings, acts of determination taken, done or made prior to this approval, if the action is brought within the time period specified in Government Code Section 66499.37; and

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(2) reimburse the County, its agents, officers and employees for any court costs and attorney's fees which the County, its agents or officers or employees may be required to pay as a result of this approval. At its sole discretion, the County may participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant of any obligation imposed by this condition. The County shall notify the applicant promptly of any claim or action and cooperate fully in the defense.

The foregoing was a decision by the Zoning Administrator on January 10, 1997. A copy of this decision is on file in the office of the Zoning Administrator and a copy was mailed to the applicant at the address shown on the application.

GARY L. PRYOR, Director Department of Planning and Land Use

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JOAN L. VOKAC, Chief Zoning Administrator

GLP:JLV:DL:mo

cc: Fallbrook Planning Group

Excerpts from the County's Guidelines for Determining Significance
A - 22

# COUNTY OF SAN DIEGO GUIDELINES FOR DETERMINING SIGNIFICANCE

# TRANSPORTATION AND TRAFFIC



# LAND USE AND ENVIRONMENT GROUP

Department of Planning and Land Use Department of Public Works

> Second Revision June 30, 2009

First Modification February 19, 2010

#### **EXPLANATION**

These Guidelines for Determining Significance for Transportation and Traffic and information presented herein shall be used by County staff in their review of discretionary projects and environmental documents pursuant to the California Environmental Quality Act (CEQA). These Guidelines present a range of quantitative, qualitative, and performance levels for particular environmental effects. Normally, (in the absence of substantial evidence to the contrary), non-compliance with a particular standard stated in these Guidelines will usually mean the project will result in a significant effect, whereas compliance will normally mean the effect will be determined to be "less than significant." Section 15064(b) of the State CEQA Guidelines states:

"The determination whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on factual and scientific data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

These Guidelines assist in providing a consistent, objective and predictable evaluation of significant effects. These Guidelines are not binding on any decision-maker and should not be substituted for the use of independent judgment to determine significance or the evaluation of evidence in the record. The County reserves the right to request further, project specific, information in its evaluation of a project's environmental effects and to modify these Guidelines in the event a scientific discovery or factual data alters the common application of a Guideline. In addition, evaluations to verify the applicability of the significance guidelines for individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, or other factors.

#### 4.0 GUIDELINES FOR DETERMINING SIGNIFICANCE

The following significance guidelines should guide the evaluation of whether a significant impact to transportation and traffic will occur as a result of project implementation. A project will generally be considered to have a significant effect if it proposes any of the following, absent specific evidence to the contrary. Conversely, if a project does not propose any of the following, it will generally not be considered to have a significant effect on transportation and traffic, absent specific evidence of such an effect.

This section provides guidance for evaluating adverse environmental effects a project may have in relation to traffic and transportation. The guidelines for determining significance are organized into eight categories: road segments, intersections, two-lane highways, ramps, congestion management plan, hazards due to an existing transportation design feature, hazards to pedestrians or bicyclists, and public transportation.

#### Land Development Projects

Land Development projects are projects that may result in an increase in the density or intensity or use on a parcel or parcels of land. These projects include, but are not limited to subdivisions, use permits, rezones and general plan amendments. Land development projects, typically, require discretionary approval. Due to the increased intensity of uses, land development projects generate additional traffic onto the County's road network and can contribute towards traffic congestion. A traffic impact study is often required to fully assess potential traffic impacts that may result from implementation of the proposed project.

#### Road Improvement Projects

Road improvement projects are projects that can affect transportation system operations; including level of service and other performance measures. Projects may consist of increasing road capacity or improving the traffic operations on the County's road network. This section refers to stand alone road improvement projects that are not improvements associated with a proposed development. These projects are typically publicly initiated. Road improvement projects do not generate additional trips but, in some cases, may cause a redistribution of trips on the County's road network. Road improvement projects are typically one or more of the following; road widening, operational improvements and road. intersection construction of new improvements/road maintenance. Additional guidance on how to evaluate Publicly Initiated Road Improvement Projects is included as Attachment B of the Report Format and Content Requirements.

#### 4.1 Road Segments

Pursuant to the County's General Plan Public Facilities Element (PFE Pg. XII-4-18), new development must provide improvements or other measures to mitigate traffic impacts to avoid:

- (a) Reduction in Level of Service (LOS) below "C" for on-site Circulation Element roads;
- (b) Reduction in LOS below "D" for off-site and on-site abutting Circulation Element roads; and
- (c) "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to the State CEQA Guidelines. The PFE, however, does not include specific guidelines for determining the amount of additional traffic that would "significantly impact congestion" on such roads.

The County has created the following guidelines to evaluate likely motor vehicle traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in Table 1. The levels in Table 1 are based upon average operating conditions on County roadways. It should be noted that these levels only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

#### **On-site Circulation Element Roads**

PFE, Transportation, Policy 1.1 states that "new development shall provide needed roadway expansion and improvements on-site to meet demand created by the development, and to maintain a Level of Service C on Circulation Element Roads during peak traffic hours". Pursuant to this policy, a significant traffic impact would result if:

 The additional or redistributed ADT generated by the proposed land development project will cause on-site Circulation Element Roads to operate below LOS C during peak traffic hours except within the Otay Ranch and Harmony Grove Village plans as specified in the PFE, Implementation Measure 1.1.2.

#### **Off-site Circulation Element Roads**

PFE, Transportation, Policy 1.1 also addresses offsite Circulation Element roads. It states, "new development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service D on Circulation Element Roads". Implementation Measure 1.1.3 addresses projects that would significantly impact

congestion on roads at LOS E or F. It states that new development that would significantly impact congestion on roads operating at LOS E or F, either currently or as a result of the project, will be denied unless improvements are scheduled to attain a LOS to D or better or appropriate mitigation is provided. The following significance guidelines define a method for evaluating whether or not increased traffic volumes generated or redistributed from a proposed project will "significantly impact congestion" on County roads, operating at LOS E or F, either currently or as a result of the project.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a road segment:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Circulation Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in Table 1, or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.

Table 1

Measures of Significant Project Impacts to Congestion on Circulation Element Road Segments:

Allowable Increases on Congested Road Segments

Level of service	Two-lane road	Four-lane road	Six-lane road
LOSE	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

#### Notes:

- 1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.
- 2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

#### LOS E

The first significance criterion listed in Table 1 addresses roadways presently operating at LOS E. Based on these criteria, an impact from new development on an LOS E road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 200 ADT. Using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes.

Therefore, the addition of 200 ADT, in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a

significant impact on the roadway. Significance criteria were also established for 4-lane and 6-lane roads operating at LOS E and are based upon the above 24 hour ADT significance criterion established for two-lane roads. The two-lane road criterion was doubled to determine impacts to four-lane roads and tripled to determine impacts to six-lane roads. This was considered to be conservative since the 24 hour per lane road capacity for a 4-lane road is more than double that of a two-lane road and the per lane capacity of a six-lane road is more than triple that of the two-lane road. For LOS E roads, the additional significance criteria are 400 ADT for a 4-lane road and 600 ADT for a 6-lane road.

Similar to the criteria for two-lane roads, 400 ADT for a 4-lane road and 600 ADT for a 6-lane road criteria would generate less than 25 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 2.4 minutes. The addition of 200 ADT per lane (400 ADT for a 4 lane road or 600 ADT for a 6 lane road), in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. Road capacities based upon level of service for County roads can be found in the County's Public Road Standards, available online at <a href="http://www.sdcounty.ca.gov/dpw/land/rtelocs.html">http://www.sdcounty.ca.gov/dpw/land/rtelocs.html</a>.

#### LOS F

The second significance criteria listed in Table 1 addresses roadways presently operating at LOS F. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Roads can have a greater effect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F roads more stringent significance criteria was established when compared to that for LOS E. Based on this guidance, an impact from new development on an LOS F road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 100. Again, using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would generate less than 12.5 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 4.8 minutes.

The addition of 100 ADT, in most cases, would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. The same approach used to determine significance criteria for 4-lane and 6-lane roads operating at LOS E was used to determine appropriate significance criteria for four-lane and six-lane roads operating at LOS F. Based on this approach, the significance criteria for a four-lane road (200 ADT) and for a six-lane road (300 ADT) would generate less than 12.5 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 4.8 minutes. The addition of 100 per lane ADT (200 ADT for a 4-lane road and 300 ADT for a 6-lane road) would, in most cases, not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway.

In summary, under extremely congested LOS F conditions, small changes and disruptions to the traffic flow can significantly affect traffic operations and additional project traffic can increase the likelihood or frequency of these events. Therefore, the LOS F ADT significance criteria was set at 100 ADT (50% of the LOS E criterion) to provide a higher level of assurance that the traffic allowed under the criterion would not significantly impact traffic operation on the road segment.

#### **Non-Circulation Element Residential Streets**

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots and not to carry through traffic, however, for projects that will substantially increase traffic volumes on residential streets, a comparison of the traffic volumes on the residential streets with the recommended design capacity must be provided. Recommended design capacities for residential non-Circulation Element streets are provided in the San Diego County Public and Private Road Standards. Traffic volume that exceeds the design capacity on residential streets may impact residences and should be analyzed on a case-by-case basis.

#### 4.2 **Intersections**

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections. Table 2 summarizes significant project impacts for signalized and unsignalized intersections.

Table 2 Measures of Significant Project Impacts to Congestion on Intersections: Allowable Increases on Congested Intersections

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critica movement
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement

- 1. A critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues, which typically operate at LOS F. Also if a project adds significant volume to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway.
- 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
- 3. The County may also determine impacts have occurred on roads even when a project's direct or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
- 4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay and the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

#### 4.2.1 Signalized

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in Table 2.
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

#### LOS E

The significance criterion for signalized intersections identified in Table 2 allows an increase in the overall delay at an intersection operating at LOS E of two seconds. This is consistent with the capacity limit contained in the SANDAG's CMP and guidelines established by the City of San Diego. A delay of two seconds is a small fraction of the typical cycle length for a signalized intersection that ranges between 60 and 120 seconds. The likelihood of increased queues forming due to the additional two seconds of delay is low. Therefore, an increased wait time of two seconds, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS E is 2 seconds.

#### LOS F

The primary significance criterion for signalized intersections operating at LOS F conditions was based upon increased delay at the intersection. Under LOS F congested conditions, small changes and disruptions to the traffic flow to signalized intersections can have a greater effect on overall intersection operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic at signalized intersections operating at LOS F, a more stringent guideline was established when compared to signalized intersection operating at LOS E. A significance guideline of an increased delay of 1 second was established for signalized intersections operating at LOS F. An increase in the overall delay at an intersection of one second, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS F is 1 second.

Signalized intersections operating at LOS F also have the potential for substantial queuing at specific turning movements that may detrimentally effect overall intersection and/or road segment operations. Thus, an increase of peak hour trips to a critical move was also established as a secondary significance criterion for signalized intersections. A critical movement would be a movement or a lane at an intersection that is experiencing queuing or substantial delay and is affecting the overall operation of the

intersection. The increase in peak hour trips to a critical move is a measurement of how many cars can be added to an existing queue. The addition of more than five trips (peak hour) per critical movement will normally be considered a significant impact. This significance criterion was selected because the five or less additional trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver (5 peak hour trips equals one trip every 12 minutes or 720 seconds).

For LOS F intersections, the 5 peak hour trips to a critical movement would not be noticeable to the average driver since the one additional trip during the 12 minute interval on average would clear the traffic signal cycles well within the 12 minute period. It should also be noted that if the 5 additional peak hour trips arrived at the same time these trips would also clear the traffic cycle and existing queue lengths would be reestablished.

#### 4.2.2 Unsignalized

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant impact to an unsignalized intersection as listed in Table 2 and described as text below:

- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or
- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one

leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. As noted in Table 2 on page 15, significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

#### LOS E

The significance guidelines for unsignalized intersections identify a minimum number of trips added to a critical movement at an unsignalized intersection. Since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves, the significance guidelines for unsignalized intersections were based upon the number of trips added to a critical movement. This guideline directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A significance criteria of (21) twenty-one or more trips (peak hour) per critical movement was used for LOS E conditions. Although delays drivers experience under LOS E condition may be noticeable, they are not yet considered unacceptable. Twenty trips spread out over the peak hour would not likely cause the intersection delay or existing queue lengths to become unacceptable. The twenty trips (peak hour) would not be noticeable to the average driver.

The operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves. Therefore, the significance guidelines for unsignalized intersections are based upon the number of peak hour trips added to a critical movement at that intersection. This guideline examines the number of vehicles that may be added to an existing queue that forms at the intersection by the additional traffic generated by a project. In LOS E situations, the delays that drivers experience are noticeable, but are not considered excessive. A peak hour increase of twenty trips to the critical movement of an unsignalized intersection would be, on average, one additional car every 3.0 minutes or 180 seconds. Assuming the average wait time for a vehicle in the critical movement queue is less than 3.0 minutes, which is typical for LOS E condition, this would not be noticeable to the average driver and would not be considered a significant impact.

#### LOS F

For LOS F conditions, a significance level of 6 or more trips (peak hour) per critical movement was used. Five trips or less spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver. For example, 5 trips spread out over an hour would be one car every 12 minutes. This typically exceeds the average wait time in the queue and would not be noticeable to the average driver.

#### 4.3 Two-Lane Highways

This section provides level of service impact guidelines for State highways and County arterials operating as two-lane highways.

Several designated County Circulation Element Roads are State highways that are managed and maintained by Caltrans. These highways include State Route 67, State Route 76, State Route 78, State Route 79 and State Route 94 and within the unincorporated area of the County most of these routes operate as two-lane highways. Caltrans has prepared a "Guide for the Preparation of Traffic Impact Studies" that should also be referenced when evaluating traffic impacts to the above Circulation Element Roads that are under the jurisdiction of Caltrans. Also, Caltrans District 11 local office should be consulted early to adequately scope the traffic study and ensure potential local district issues in the traffic impact study are addressed. While the "Guide for the Preparation of Traffic Impact Studies" provides guidance for scoping a traffic study to assess impacts on Caltrans facilities, it does not provide specific guidelines for determining when a significant traffic impact occurs; hence, the development of the following significance guidelines for two-lane highways.

In addition to the State Routes identified above, several County Circulation Element Roads, although designated as arterials, operate as two-lane highways. These include roadways that have passing opportunities for 40% or more along the length of the roadway and/or have few/limited access points and intersections along the length of the roadway. Examples would include sections of Old Highway 80, Old Highway 395 and Del Dios Highway. The Highway Capacity Manual (HCM) includes analysis criteria for assessment of LOS for two-lane highways. Section 2.2 of the County of San Diego's "Transportation and Traffic Report Format and Content Requirements" states that "The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the LOS for a two-lane County arterial in lieu of the LOS table provided in the County of San Diego Public Road Standards." Level of service tables for two-lane highways have also been established by the County of Riverside and the County of Sacramento.

#### 4.3.1 Signalized Intersection Spacing Over One Mile

This section provides LOS impact significance levels for State highways and County arterials operating as two-lane highways with signalized intersection spacing over one mile. County arterials were addressed in section 4.1 and Table 1, however, those that operate as two-lane highways would have higher project contribution amounts and different LOS E and LOS F levels and are treated in this section.

Table 3

Measures of Significant Project Impacts to Congestion: Allowable Increases on Two-lane Highways with Signalized Intersection Spacing Over One Mile

Level of Service	LOS Criteria	Impact Significance Level
LOSE	> 16,200 ADT	>325 ADT
LOS F	> 22,900 ADT	>225 ADT

where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.

Two-lane highways with intersection spacing over one mile have minimal side friction and conform to the HCM assumptions for two-lane highways. Level of service criteria for LOS E and LOS F are provided in Table 3 based upon criteria established with the Counties of Riverside and Sacramento and concurred upon by Caltrans-District 11. These criteria are appropriate for use for most projects with the potential to affect two-lane highways, as road conditions for two-lane highways in these Counties are similar to those in the County of San Diego. The ADT based guidelines should be the first applied method of analysis, however, County staff may allow the use of HCM Chapter 20 methodology (average travel speed and/or percent time spent following) to provide a more detailed evaluation and to determine the overall level of service in certain cases, with the approval of the Director of Public Works. Where impacts to State Highways are involved, consultation with Caltrans is recommended.

#### LOS E

Impact significance levels are provided in Table 3 for two-lane highways with signalized intersection spacing over one mile. The first impact significance level addresses impacts from new development (both direct and cumulative impacts) on an LOS E road. In this scenario a significant impact would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 325. For most discretionary projects, the 325 ADT level would generate less than 35 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 1.7 minutes. The addition of 325 ADT would, in most cases, not be noticeable to the average driver on a two-lane highway which has higher speeds and reduced side friction compared to a typical arterial. The additional 325 ADT, therefore, would not constitute a significant impact on a two-lane highway operating at LOS E; however, the addition of more than 325 ADT would generally result in a significant impact.

#### LOS F

The second impact significance guideline concerns roadways presently operating at LOS F (for a 2-lane highway LOS F would not occur until ADT exceeds 22,900 trips per day. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Roads can have a greater affect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F roads, a more stringent guideline was The guideline for determining established when compared to that for LOS E. significance from new development (both direct and cumulative impacts) on a LOS F road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 225. For most discretionary projects, the 225 ADT level would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes. The addition of 225 ADT would, in most cases, not be noticeable to the average driver on a two-lane highway which has higher speeds and reduced side friction compared to a typical arterial. The addition 225 ADT or less would therefore not constitute a significant impact on a two-lane highway operating at LOS F. However, the addition of more than 225 ADT would be considered a significant impact.

#### 4.3.2 Signalized Intersection Spacing Under One Mile

This section provides level of service impact guidelines for State highway segments and County arterials operating as two-lane highways with signalized intersection spacing under one mile. Typical examples of this type of roadway are those segments of two lane highways that traverse town centers. Similar to the experience of drivers in urban areas with closely spaced intersections, the functionality of two-lane highway conditions with signalized intersections spacing under one mile becomes constrained not due to the segment capacity but the intersection operations. Therefore the assessment of operations of intersections on two-lane highways shall be guided by a Level of Service standard. Level of Service for purposes of this significance guideline is based upon the overall intersection operations - similar to Urban Street analysis in Chapter 15 Highway Capacity Manual. For determining impact significance at the signalized intersection, Table 4 "Measures of Significant Project Impacts to Congestion on Intersections Allowable Increases on Congested Intersections" may be used as summarized below:

Table 4 Measures of Significant Project Impacts to Congestion: Allowable Increases on Two-lane Highways with Signalized Intersection Spacing Under One Mile

Level of Service	Signalized
LOS E	Delay of 2 seconds or less
LOS F	Delay of 1 second, or 5 peak hour trips or less on a critical movement

- 1. A critical movement is an intersection movement (right turn, left turn, throughmovement) that experiences excessive queues which typically operate at LOS F.
- 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
- 3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

The second impact significance guideline (Table 4) concerns two-lane highways with signalized intersection spacing less than 1 mile. Two-lane highways with intersection spacing less than 1 mile operate similar to urban streets as identified in the HCM. Per the HCM, level Urban Streets have lower speeds with levels of service most characterized by the operation of the intersections along the highway/street. For twolane highways with intersection spacing less than 1 mile, the level of service will be determined to be that of the intersections along the highway. Impacts to the highway will be determined by evaluating the intersection impact criteria identified in Table 4.

Impacts related to operational features on two-lane highways will be evaluated on a case-by-case basis based upon traffic flow patterns, geometrics, available sight distance, accident histories, and other factors. Coordination with County staff and Caltrans is recommended regarding any additional operational analysis that may be necessary.

#### 4.4 Ramps

Additional or redistributed ADT generated by the proposed project may significantly increase congestion at a freeway ramp. Caltrans' "Guide for the Preparation of Traffic Impact Studies" states that an operational analysis based upon Caltrans' Highway Design Manual should be used in the evaluation of ramps and that Caltrans' Ramp Metering Guidelines should be used in the preparation of the operational analysis. However, specific criteria for the determination of an impact at a ramp are not provided in the above documents.

The CMP includes guidelines for the determination of traffic impacts at a ramp. These guidelines are summarized in Table 5. Table 5 may be used as a guide in determining significant increases in congestion on ramps and for identifying conflicts with the congestion management program. Other factors that may be considered include ramp metering, location (rural vs. urban), ramp design, and the proximity of adjacent intersections. Coordination with Caltrans and the local jurisdiction should be conducted to determine appropriate impact criteria for the specific ramps being assessed.

#### 4.5 Congestion Management Program

Projects that generate over 2,400 ADT or 200 peak hour trips, must comply with the traffic study requirements of SANDAG's Congestion Management Program. Trip distributions for these projects must also use the current regional computer traffic model. Projects that must prepare a CMP analysis should also follow the CMP traffic impact analysis guidelines. These guidelines are summarized in Table 5.

Table 5
Measure of Significant Project Traffic Impacts for
Circulation Element Roads, Signalized Intersections, and Ramps

			A	llowable C	hange Due to Proje	ct Impact	
Level of Service	Fre	eways		adway ments*	Intersections**	Ramps**	Ramps with >15 min. delay
With Project	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)	Delay (min.)
E&F	0.01	1	0.02	1	2	-	2

<sup>\*</sup> For County arterials, which are not identified in SANDAG's Regional Transportation Plan and Congestion Management Program as regionally significant arterials, significance may be measured based upon an increase in average daily trips. The allowable change in ADT due to project impacts in this instance would be identified in Table 1.

\*\* Signalized Intersections

\*\*\* See the Report Format and Content Requirements for guidance on ramp metering analysis.

KEY V/C = Volume to Capacity ratio

Speed = Speed measured in miles per hour

Delay = Average stopped delay per vehicle measured in seconds, or minutes

LOS = Level of Service
ADT = Average Daily Trips

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#### 4.6 Hazards Due to an Existing Transportation Design Feature

Many roadways and intersections in the County were designed and constructed prior to the adoption of current road design standards. The design of the roadways and intersections that were able to handle lower traffic volumes, may pose an increased risk if traffic volumes substantially increase along the road segment or at the intersection as a result of the proposed project. Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to an existing transportation design feature. Therefore, it is necessary to evaluate potential hazards to an existing transportation design feature.

The determination of significant hazards to an existing transportation design feature shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

#### 4.7 Hazards to Pedestrians or Bicyclists

Many roadways and intersections in the County do not currently have pedestrian or bicycle facilities. The roadways and intersections designed prior to adoption of current road standards may have conditions that may pose an increased risk if traffic volumes, pedestrian volumes, or bicycle volumes substantially increase along the road segment or at the intersection, as a result of the proposed project. Increased traffic generated or redistributed by a proposed project may cause a significant traffic operational impact to pedestrians or bicyclists. Therefore, it is necessary to evaluate potential hazards to pedestrians or bicyclists.

The determination of significant hazards to pedestrians or bicyclists shall be on a case-by-case basis, considering the following factors:

 Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

#### 4.8 Alternative Transportation

Alternative transportation (cycling, walking, and transit use) is addressed in the County's General Plan Public Facilities Element (PFE). The County's stated objective for alternative transportation is addressed by the PFE, Objective 4. Objective 4 asks for a "Reduction in the demand on the road system through increased public use of alternate forms of transportation and other means." Pursuant to Objective 4, Policies 4.1-4.4 establish a means for the County to meet the objective. As such, if a proposed project is not in conformance with the applicable alternative transportation policies in the PFE, a significant conflict with the County's alternative transportation policies may occur.

Excerpts from County's Public Facility Element

# Part XII Public Facility Element San Diego County General Plan

Adopted March 13, 1991 Amended January 12, 2005 GPA 04-010

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Section 20 - Facilities Located in City Spheres	
Section 21 – County Trails	

This Element was partially funded through the Community Development Block Grant program

#### SECTION 4. TRANSPORTATION

#### **OVERVIEW**

An efficient integrated transportation system promotes the movement of people and goods in a timely and orderly fashion. Transportation facilities located within the County include freeways and highways, streets and roads, public transit, bikeways and aviation facilities.

While San Diego County's transportation system offers commuters a range of choices, the automobile is by far the most popular and most frequently chosen method of transportation in the County. During the 10 year period from 1978 to 1988, when population increased by 22%, licensed drivers in the region increased by 40% (to 1,612,000 drivers), auto registrations increased by 64% (to 1,348,000 registrations) and weekday vehicle miles of travel increased by 63%. During this same period, increases in freeway facilities (11%) and local street and road mileage (16%) did not keep up with the increasing demand.<sup>4</sup>

Transit service also plays an important role in the transportation system within the County. Public transit provides a relatively inexpensive and efficient method of transportation, and is the predominant form of transportation for many people, especially students, low income persons and the elderly. The remaining modes of transportation such as air, rail, bicycle and walking represent a small but important amount of total trips within the County.

The San Diego Association of Governments (SANDAG) is designated by both the state and federal governments as the agency responsible for regional transportation planning. In this role, SANDAG prepares a Regional Transportation Plan (RTP) for the San Diego region. The RTP is updated approximately every two years and includes goals and objectives for all forms of transportation facilities in the County. The road network in the County Circulation Element is coordinated with the freeway and highway system presented in the RTP. By working cooperatively and using common information and projections, the County and SANDAG coordinate their plans to provide a regional transportation system that is efficient, safe and convenient.

This section is intended to supplement the Circulation Element of the General Plan. The Circulation Element is a schematic representation of the transportation corridors and widths required at ultimate development of the County General Plan. It also delineates a bikeway system intended to link bicycle traffic within and between communities.

<sup>&</sup>lt;sup>4</sup> San Diego Association of Governments, 1989 Regional Transportation Plan, p. 55-56.

#### **EXISTING CONDITIONS**

The County of San Diego is responsible for ensuring the planning, development and maintenance of transportation facilities located in the unincorporated area. In addition, the County works closely with other agencies, including SANDAG, the Metropolitan Transit Development Board (MTDB), the North San Diego County Transit Development Board, and the California Department of Transportation (CALTRANS) to aid in the planning of transportation facilities and services throughout the region.

#### **ROAD AND BRIDGE FACILITIES**

Travel by bicycle, car or public transit utilizes roads and bridges. With the increasing population and automobile usage in San Diego County, the amount of traffic on the roads has increased. Expanding the County road and bridge network is a continual process. In 1990, there were approximately 1,864 miles of County-maintained roadways in the unincorporated area, including both Circulation Element and non-Circulation Element roads. Additional roads in the unincorporated area that are not constructed or maintained by the County include freeways, highways and private roads.

The County Circulation Element is divided into two parts: maps and a written text. The nine Circulation Element maps covering the entire County depict the major roads and bicycle routes in the County, both existing and proposed. This is the County's plan for the location and size of roads that will be required in the future to serve proposed land uses in the unincorporated area. The size of each road varies from 2 to 6 lanes based on the forecasted number of trips to be made on the road.

The vehicular capacity of a roadway is measured by a Level of Service scale. With six tiers (A thru F), the level of service for a particular road is a measure of speed and travel time, traffic interruptions or restrictions, freedom to maneuver, safety, driver comfort and convenience, and economy. Level of Service "A" is identified as free vehicular flow with few conflicts or interruptions, while "F" is identified as highly congested stop-and-go with many vehicular conflicts and interruptions. Level of Service "C" is considered to be the desired service level on County roads.

The Circulation Element maps are important tools for preserving road rights-of-way and planning for needed road construction. As development occurs and creates the demand for additional roadways, the roads are constructed. The County Board of Supervisors approves updates to the Circulation Element maps as land use changes are approved. County transportation planning is coordinated with the cities in the region to ensure that region-serving roads common to multiple agencies are planned to meet the expected demand in all areas, and that widths and alignments are compatible.

Roads in the unincorporated area are constructed by both the County and by private property owners. The County builds needed roads to the extent that funds are available; however, the majority of the roads in the unincorporated area are constructed by private property owners as a condition of development. This includes roads within development projects, peripheral roads and off-site roads, if warranted by the demand generated by the development.

To support County road construction and maintenance, the County Department of Public Works operates 17 road maintenance stations. These stations serve as staging areas for road maintenance crews. Twelve borrow pits, 8 County owned and 4 leased, provide the paving and gravel materials needed to maintain the roadways. Figure 4-A shows the locations of the County road maintenance stations and borrow pits.

In addition to roads, the County also builds and maintains bridges in the unincorporated area. In October 1989 there were a total of 650 bridge or dip structures in the unincorporated area of the County, including 120 bridges with a span of 20 feet or more, 67 bridges with a span of less than 20 feet, 385 culverts, and 78 dip structures. These structures are located on both Circulation Element and non-Circulation Element roads.

Responsibility for the construction of bridge structures is borne by both developers and the County. The majority of the bridge structures are provided by the County; however, in some cases developers are required to build a bridge structure as a condition of development. The County contracts for the construction of bridges to private firms and assumes maintenance responsibility for them upon completion.

#### **BICYCLE FACILITIES**

The mild year-round climate in the San Diego region makes the area ideal for the use of bicycles for transportation. Currently, there are over 230,000 bicycle trips made daily within the San Diego region on more than 450 miles of designated bikeways and other roadways. Increased costs for motorized travel, congested roads and highways and a greater emphasis on physical fitness have all contributed to greater bicycle ridership. Because of the growing demand for transportation by bicycle, increased attention is being focused on this mode of travel.

Bicycle use, however, has not increased at the rate projected in the 1985 SANDAG Regional Transportation Plan. SANDAG projected a 10% increase between 1985 and 1987, while actual ridership during this period increased by only 5%. Major reasons for the slower increase in ridership include inadequate funding for bikeway projects, which has resulted in a 50% completion rate of planned bikeway projects, and a lack of incentives to encourage bicycle ridership.

#### FIGURE 4-A GOES HERE

In the unincorporated area of San Diego County, there were a total of 70 miles of Bikeways in 1990. Of the 70 miles of Bikeways in the unincorporated area, Bike Lanes account for 68.5 miles, Bike Paths for 1.0 mile and Bike Routes for .5 miles. Definitions of Bikeways, Bike Lanes, Bike Paths and Bike Routes are contained in the Circulation Element. The Bicycle Network Map of the Circulation Element, in addition to showing existing Bikeways, maps over 300 miles of planned Bikeways that are not yet constructed.

Bicycle facilities in the unincorporated area are constructed by both developers and the County. Beginning in 1989, the County embarked on an aggressive program to expand the existing Bicycle Network. When improving property along roadways with planned Bikeways, the County requires the provision of Bikeways as part of the road improvements. State and Federal funding is being actively pursued to complete the remaining Bikeway segments.

In an effort to encourage bicycle ridership by both its employees and the general public, the County of San Diego has placed bicycle lockers at 14 County buildings and at regional transit centers. Currently, there are 59 lockers (holding 118 bicycles) at County buildings and a total of 20 additional lockers (holding 40 bicycles) in place at the Chula Vista and Oceanside Transit Centers. Bicycle racks and posts are also available.

#### TRANSIT FACILITIES

The San Diego County Transit System provides public transportation services to the unincorporated area and to 14 of the region's 18 cities. Public transit planning is done on a regional basis by the Metropolitan Transit Development Board, the North County Transit District and SANDAG, with input from the County. The County Department of Public Works completes short-range transit plans and transportation improvement programs for the systems it operates.

The County Transit System utilizes six types of transit services in its effort to provide a functional and responsive transit system. These are Suburban Fixed Route, Commuter Express Bus, Rural Lifeline service, Airporter service, Elderly and Disabled Dial-A-Ride service and General Public Dial-A-Ride services. Through these programs, the County Transit System serves almost two million passengers annually. Table 4-1 describes the different types of transit service and lists ridership levels for FY 89-90. All transit services offered by the County Transit System are provided by private contractors. In 1990, there were 10 contracted transit service providers. Seven contractors use their own vehicles, while the remaining three operate County-owned vehicles. In all cases, County Transit Service contractors provide vehicle maintenance and storage facilities.

As a means of integrating different transportation systems and types, increasing ridership and increasing accessibility, the County provides transit centers. Transit

centers generally serve a number of routes and have over 500 boardings per day. The Transportation Development Act allows the County to build transit centers anywhere in the County. Once the center is built, the

TABLE 4-1 SAN DIEGO COUNTY TRANSIT SERVICE FY 1989-1990

SERVICE TYPE	DESCRIPTION OF SERVICE	NO. OF FIXED ROUTES	ESTIMATED ANNUAL PASSENGER S
SUBURBAN FIXED ROUTE SFRVICE	Fixed bus routes serving the cities and communities of La Mesa, Lemon Grove, El Cajon, Santee, Spring Valley, Rancho San Diego, Lakeside and Alpine. All of the routes offer connections to the San Diego Trolley and to San Diego Transit routes.	&	1,397,000
COMMUTER EXPRESS BUS	Fixed bus routes providing round trip service from Poway to downtown San Diego, Escondido to downtown San Diego and Oceanside to downtown San Diego. Connections to other transit services are also available along these routes.	က	170,000
POWAY TRANSIT SERVICES	There are three different services provided in the Poway area. The first service consists of fixed bus routes serving Poway with connections to San Diego Transit routes. Second is the Poway Dial-A-Ride, which provides demand responsive service to the general public. Third is the Poway Airporter, which is a demand-responsive service operating between Poway and the San Diego International Airport-Lindbergh Field.	3, N/A, N/A	254,700
RURAL BUS SERVICE	Fixed bus routes providing service from the rural eastern areas of the County to the cities of El Cajon and La Mesa with connections to San Diego Transit, the San Diego Trolley and other County Transit System routes.	7	16,800
ELDERLY and DISABLED DIAL-A-RIDE	Demand-responsive dial-a-ride providing service to elderly and disabled clientele in the cities and communities of El Cajon, La Mesa, Lemon Grove, Spring Valley, Lakeside and Alpine.	V/V	46,000
SPRING VALLEY DIAL-A-RIDE	Demand-responsive dial-a-ride for the general public serving the community of Spring Valley.	N/A	41,000

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transit operator serving the center generally is responsible for facility maintenance and upkeep. In 1990, the County-owned, either solely or in partnership with other jurisdictions, the following four transit centers:

- o Oceanside -- County owned
- o Escondido -- Joint ownership between the County and North County Transit
- o San Diego State University -- County-owned
- o Chula Vista Bayfront Trolley Station -- Joint ownership between the County and the City of Chula Vista.

Figure 4-B shows the locations of both existing and proposed County-owned transit centers. Other existing transit centers constructed by the County but owned by other jurisdictions are:

- o University Towne Center
- o Vista

#### **AVIATION FACILITIES**

Aviation facilities in San Diego County include 40 airports and 39 heliports. Of these facilities, 8 of the airports and 3 of the heliports (located at county airports) are owned by the County. One of the airports, Fallbrook, is leased and operated by a private group. Lindbergh Field, San Diego's major airport serving approximately 11 million passengers per year, is owned and operated by the San Diego Unified Port District and is not discussed in this Element. Figure 4-C shows the locations of all County-owned aviation facilities.

Public airports typically prepare an Airport Master Plan for the ultimate development of the airport's facilities. Additionally, State law requires each public airport to adopt a Comprehensive Land Use Plan (Public Utilities Code Section 21670 et seq.). These plans are prepared for the area surrounding each facility to ensure compatibility between adjacent land uses and the operation and/or expansion of the airport. The Comprehensive Land Use Plan also addresses noise levels, maximum building heights in surrounding areas and other public safety issues.

The 8 airports and 3 heliports that are owned by the County cover a combined total of 2,254 acres. Currently, there are approximately 1,562 private aircraft based at these facilities that, when combined with visiting aircraft, conduct approximately 534,921 operations per year (an operation is defined as one takeoff or one landing). Table 4-2 identifies the County-owned aviation facilities and lists the size and usage levels for each facility.

#### FIGURE 4-C GOES HERE

### MAP TO GO HERE

TABLE 4-2 **COUNTY OWNED AVIATION** FACILITIES IN 1989

	NO. OF BASED	TOTAL	ANNUAL NO.
NAME	AIRCRAFT <sup>1</sup>	ACRES	OF
			OPERATIONS
Agua Caliente Springs			2
Airport	1	20	300 <sup>2</sup>
Borrego Valley Airport	31	198	41,620 <sup>3</sup>
	31	100	,525
Fallbrook Community			2
Airport	77	290	1,995 <sup>3</sup>
Gillespie Field Airport	635	743	174,599 <sup>4</sup>
and Heliport	030	740	17 1,000
Jacumba Airport	7	131	$2,500^2$
McClellan Palomar Airport		400	206,6924
and Heliport	422	486	200,092
Coatilla Airport	0	344	200 <sup>2</sup>
Ocotillo Airport	Ü	•	
Ramona Airport and			
Heliport	220	342	113,184 <sup>2</sup>
	4 202	2 554	541,090
TOTAL(S)	1,393	2,554	341,000

Based Aircraft: All figures are for 1989 except Fallbrook (1987). 1989 estimated number.

<sup>2</sup> 

<sup>3</sup> 1987 number.

<sup>1988</sup> number.

#### **EXISTING FACILITY LEVELS**

#### STREETS AND ROADS FACILITY LEVEL

The existing street and road system in the unincorporated County is generally operating at an acceptable level of service; a majority of the streets and roads experience little or no congestion. Most of the congestion that does exist in the unincorporated area takes place on major arterials during peak-hour traffic periods. Commuters approaching freeways to go to work cause congestion on the main arterials and also add to the congestion on the region's freeways in the more urbanized areas. As urban land uses have been extended outward to the more rural areas, and commuters drive greater distances to their workplaces, the amount of congestion on the region's freeways and highways has increased.

#### **BICYCLE FACILITY LEVEL**

While the Bicycle Network Map of the Circulation Element shows almost 400 miles of proposed bikeways in the unincorporated area, by 1990 only 70 miles of bikeways had been constructed. This level is not considered adequate to meet the needs of the unincorporated area.

#### TRANSIT FACILITY LEVEL

As the population of the San Diego region has grown, the use of transit services has increased. In addition to the completed transit centers, the following centers are planned for development by the County:

- o County Administration Center
- o Carlsbad Transit Center
- Grossmont College Transit Center
- o Spring Valley Transit Center
- o Southwestern College Transit Center
- o Santee Transit Center
- Oceanside Transit Center Phase II
- Bayfront Trolley Station Phase II

In addition, a transit center is planned for Rancho San Diego. This center is being built by a private developer. Analysis of potential additional transit center sites will occur prior to completion of those currently planned.

#### **AVIATION FACILITY LEVEL**

Currently, the County's general aviation demands are being met by existing facilities. In 1989, there were 1,352 aircraft based at the County airports, and a combined total of 561,511 take-offs and landings conducted at the airports.

#### **FUNDING METHODS**

Funding transportation improvements in the County is becoming increasingly difficult. Previously used funding sources have in large part either been abolished or severely curtailed. Hardest hit have been funds available for routine operation and maintenance of existing facilities. As a result, funds that were previously available for construction of new facilities are now being channeled towards the operation and maintenance of existing facilities. In order to meet the needs of a growing County, new and alternate funding sources have been developed. These new sources, combined with the traditional funding mechanisms, still do not meet the entire transportation funding needs in the County. Some funding sources are exclusive to one type of transportation, while others are available for several modes.

#### STREETS AND ROADS FUNDING

#### State Subventions

The State provides transportation funding to the County through several programs. A State tax on gasoline provides funds which can be used for operation and maintenance costs or for the construction of roads, bridges and bikeways. The County also receives funds from the Streets and Highway Code, Section 2104(d) based on the ratio of registered vehicles throughout the County to the total vehicle registration throughout the State. These funds can be used for road construction.

#### Fines and Forfeitures

A portion of the revenues collected by the municipal courts for Vehicle Code violations (Vehicle Code Sections 42201 and 42210.5) are received by the County Road Fund for use in road maintenance and construction.

#### **Development Exactions**

Within the County, developers are generally required to construct all roads within their projects. In some cases developers may also be required to make off-site improvements to roads to mitigate the traffic impacts of the development.

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#### Transportation Sales Tax (TransNet)

The passage of Proposition A (TransNet) in November of 1987, which raised the sales tax by one-half cent, is expected to provide the region with approximately \$2.25 billion over the 20 year lifespan of the tax. Approximately \$750 million will be generated for improvements to the each of the following: the region's highways, local streets and roads, and transit. From 1990 to 1995, the County will receive approximately \$56.7 million dollars in TransNet funds for local streets and roads, to expand and improve the existing road system in the unincorporated area. Additionally, \$1 million per year will be provided for the construction of bikeways throughout the region. The amount of TransNet funding received by the County and other jurisdictions each year is determined by SANDAG. SANDAG reviews TransNet funding requests in the region and determines the projects to be funded and the timing of funding.

#### Bridge and Thoroughfare Fee

A fee for bridges and thoroughfares is authorized by Government Code Section 66484 et seq. This statute authorizes the County to institute a fee to be applied to all new development in an identified area of benefit to offset the construction or expansion costs of planned Circulation Element roads, bridges and bikeways needed to serve the development.

#### Federal and State Grants

In FY90-91 the County received funding through three grant programs for use on transportation facilities: \$500,000 from the Community Development Block Grant, and \$2.5 million from the Federal Highway Administration. The County is also eligible to receive funds under the Combined Road Plan Program, which was created with the consolidation of the Federal Aid-Urban, Federal Aid-Secondary and Bridge Replacement Programs.

#### Assessment Districts

The Improvement Act of 1911 and the Municipal Improvement Act of 1913 enable the County to establish assessment districts to finance the construction or acquisition of public improvements, including roads and bridges, through the sale of bonds. The County can issue bonds to finance public improvements using the Improvement Act of 1911 or the Improvement Bond Act of 1915. Bonds are retired through assessments levied on properties receiving benefit from the improvement.

Prior to 1977 assessment districts were used extensively for both large and small scale projects. However, with the passage of Proposition 13, the use of assessment districts in the County to finance transportation projects decreased dramatically. Between 1977 and 1989, there were no assessment districts formed for the purpose of funding

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transportation projects. However, in 1989, the formation of 4 assessment districts for transportation improvements in large-scale projects were being processed by the County.

#### AIRPORT FUNDING

#### Federal and State Funding

Federal and State grants for public airports are available for the design and construction of aviation related projects that have been recommended in an airport master plan or approved on an airport layout plan. Grant funds can also be obtained for the preparation of planning documents, such as airport master plans. Grant funds typically cover 80 to 90 percent of the total project cost. Grant funding is generated from fuel taxes, ticket surcharges and aircraft registration fees levied upon users of aviation facilities.

#### Lease Revenues

Another source of revenue for aviation facilities is the income earned from leased properties at County Airports. These revenues are used for capital improvements and maintenance at the eight County airports.

#### TRANSIT FUNDING

#### Federal and State Funds

Transit center funding is available from the Transportation Development Act, and through grants from Combined Road Plan<sup>5</sup>, State Transit Capital Improvement Program (TCI) and State Inter-modal sources. Grant funding is sought and utilized whenever available to supplement other sources.

#### **Development Exactions**

The County may require developers to construct transit facilities if their projects cause a need for additional or expanded transit service.

#### Transportation Sales Tax

The County Transit System is receiving approximately \$130,000 per year from TransNet to subsidize elderly and disabled services and senior fares.

<sup>&</sup>lt;sup>5</sup> Combined Road Plan funds used for transit center development are received from local jurisdictions that will benefit from the transit center.

#### **BICYCLE FUNDING**

#### **Developer Exactions and Contributions**

Many of the bikeways that are constructed in the unincorporated area are built by property owners as a condition of development. When a project is located on a roadway designated as a bikeway in the Circulation Element, the developer is required to construct the bikeway that abuts his property.

#### Transportation Sales Tax

The collection of the transportation sales tax (TransNet) is providing the San Diego region with \$1 million per year (for 20 years) for the improvement and expansion of bicycle facilities. In FY89-90, the County received \$210,000 from TransNet to fund the development of additional bikeways and related facilities in the unincorporated area.

#### Federal and State Funds

State Transportation Development Act Funds provide approximately \$1 million per year to the region for bicycle facility improvements within road rights-of-way. In FY89-90 the County share of this money was \$460,000. SANDAG reviews all of the projects requesting funding from this source and determines which will be funded. Funds from the State Bike Lane Account are available on a competitive basis for bicycle facility improvements serving commuter cyclists. The maximum amount that an agency can be granted in one year from this source is \$90,000.

#### **ISSUES**

 Increases in the amount of automobile use have resulted in increased congestion on the region's roadways.

**Discussion:** The dramatic rise in automobile use has far surpassed the ability of the County and other jurisdictions to upgrade and maintain the highway and road system. As the number of vehicles on the roadways has increased, the expansion of existing roadways and the construction of new roadways has not kept pace. Between 1978 and 1988, automobile registrations increased by 64% while increases in local street and road mileage only rose by 16%. As a result, certain roadways are functioning at a Level of Service "E" or "F" on a routine basis.

A LOS "C", which allows for stable traffic flow with room to maneuver, is a generally accepted level to strive for in new development. At this level, traffic generally flows smoothly, although freedom to maneuver within the roadway is somewhat restricted and lane changes require additional care.

However, there are some cases where development cannot achieve a LOS "C" on off-site roadways. For instance, there are areas where the existing development pattern precludes the addition of lanes or other mitigation or when the community is opposed to certain improvements to maintain a LOS "C". Additionally, there are existing roadways in the County that are currently operating below a LOS "C". Such cases are currently exceptions and generally occur when there is insufficient right-of-way to expand or modify a roadway or when the existing development in the area has generated more traffic than anticipated. In these cases a Level of Service "D" is acceptable on off-site roadways. At this level, small increases in flow cause substantial deterioration in service. Freedom to maneuver is limited and minor incidents can cause substantial interruption in the traffic flow.

When the roadway system reaches a LOS "E" or "F", or new development would push it to LOS "E" or "F", new development should not be approved unless the project can mitigate the LOS "E" or contribute a fair share to a program to mitigate the project's impacts, unless a statement of overriding findings can be made.

In order to control the amount of traffic on the roadways, and subsequently the amount of congestion, it is necessary to apply the LOS measurement to all roads that are impacted by a proposed project. The effect of a project on the road system varies from project to project. Due to the size and type of project, the type and capacity of roads serving the project, the amount of traffic generated by the development and the existing development pattern, the impact will vary from one project to another. To apply a LOS standard to only major or larger capacity roads or to within a specified geographic distance of a project could result in an inadequate review of the impacts of a project and create the potential for increased congestion. Therefore, project impacts should be assessed on a case-by-case basis.

## 2. New development has a regionwide impact on transportation facilities extending beyond jurisdictional boundaries.

**Discussion:** New development, regardless of the type, results in additional trips being taken on the region's transportation facilities. When development occurs, the automobile trips generated by the development are not restricted to the area immediately surrounding the development. Rather, the trips are made throughout the region. These trips not only increase the level of congestion on the transportation facilities in the community where the development is located, but also on the facilities in surrounding jurisdictions, and throughout the entire region.

3. The increased reliance on personal vehicles has resulted in increased congestion on the region's roadways and highways.

**Discussion:** A majority of the trips taken throughout the region is made in personal vehicles occupied by one person. This reliance on personal vehicles has contributed greatly to increased congestion and longer delays on the region's roads and highways.

Efforts to reduce the congestion on the roadways have traditionally focused on the construction of new roads or the expansion of existing roads. Recently, agencies have been developing Transportation Demand Management (TDM) programs to better manage travel demand during the busiest travel times and to improve the efficiency and effectiveness of the region's transportation systems. To achieve these goals, TDM includes the development and implementation of programs designed to influence traveler behavior by modifications in travel mode, frequency, time, route, vehicle occupancy, direction, trip length or facility assignment<sup>6</sup>.

Additionally, legislation adopted in 1990 (Propositions 108 and 111) addressed the traffic congestion problem. The measures provide additional funding for transportation improvements, but also place additional requirements on the receipt of these funds. The legislation requires the preparation and adoption of a Congestion Management Program (CMP) for the San Diego region. One of the requirements of the CMP is that Level of Service standards be adopted for all state highways and for principal arterials. The LOS can be set at "E" or the current level, whichever is lower. Failure to meet this standard could result in the withholding of transportation improvement funds.

4. The need for transportation improvements has increased faster than funds have been made available to finance the improvements.

**Discussion:** The large-scale rapid growth experienced throughout the region in the 1980s resulted in an increased burden on the region's transportation facilities. Funding needed to expand the facilities has not kept pace with the improvements needed to accommodate the increased use. Even with the funding provided by passage of Proposition A (TransNet), construction and maintenance of much of the region's transportation system remains underfunded. In the unincorporated area in 1989, there was a \$46 million backlog in construction of needed roadway facilities and a \$76 million backlog in maintenance of existing roadways.

<sup>&</sup>lt;sup>6</sup> San Diego Association of Governments, <u>1989 Regional Transportation Plan</u>, p. 161.

5. Poorly planned or unregulated development in the vicinity of existing aviation facilities can result in future conflicts between incompatible land uses.

**Discussion:** When new development occurs in the vicinity of existing aviation facilities without sufficient consideration of the potential impacts, incompatibility of land uses may occur. Impacts such as noise and the potential hazard from crashes must be considered during land use planning reviews to ensure the health and safety of the public and to eliminate opposition to airport operations by surrounding residents. An airport's comprehensive land use plan identifies and recommends land use types that would be compatible with the airport use. The plan is intended to prevent the development of incompatible land uses and creation of hazards. Development projects are reviewed to ensure compatibility with both the current and future plans for the airport. For airports that do not yet have an adopted comprehensive land use plan, SANDAG's Airport Land Use Commission reviews all actions, regulations, and permits within the vicinity of the airport.

6. Bicycle facilities in the unincorporated area have traditionally been developed at a slow rate.

Discussion: Over the past 10 years, an average of 4 miles of bikeways have been built annually in the unincorporated area. This level is below the rate of bikeway development that would be needed for the County to contribute its fair share toward meeting SANDAG's goal of increasing regional bikeway mileage by 30 miles per year. This is due in large part to a lack of funding sources, a lack of education programs to encourage cycling as an alternate mode of transportation, and a lack of emphasis on the development of bicycle facilities. In recent years, an increased emphasis has been placed on the development of bicycle facilities, and in FY 89-90, approximately 15 miles of bikeways were projected to be constructed in the unincorporated area. Publicity and educational programs directed at potential cyclists as well as motorists would encourage use of the bicycle as an alternative to the car.

<sup>&</sup>lt;sup>7</sup> As used in this section, "vicinity" means land that will be included or reasonably could be included within an airport's comprehensive land use plan. If a designated study area for the plan has not been identified, then "vicinity" means land within two miles of the boundary of a public airport.

#### GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

#### <u>GOAL</u>

A SAFE, CONVENIENT, AND ECONOMICAL INTEGRATED TRANSPORTATION SYSTEM INCLUDING A WIDE RANGE OF TRANSPORTATION MODES.

#### **OBJECTIVE 1:**

A Level of Service "C" or better on County Circulation Element roads.

<u>Policy 1.1</u>: New development shall provide needed roadway expansion and improvements on-site to meet the demand created by the development, and to maintain a Level of Service "C" on Circulation Element Roads during peak traffic hours. New development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service "D" on Circulation Flement Roads.

Implementation Measure 1.1.1: Review all development proposals to determine both their short-term and long-term impacts on the roadway system. The area of impact will be determined based on the size, type and location of the project; the traffic generated by the project; and the existing circulation and development pattern in the area. [DPW, DPLU]

Implementation Measure 1.1.2: Require, as a condition of approval of discretionary projects, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "C" on on-site Circulation Element roads except within the Otay Ranch project as defined in the Otay Subregional Plan Text, Volume 2. [DPLU, DPW]

Implementation Measure 1.1.3: Require, as a condition of approval of discretionary projects which have a significant impact on roadways, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "D" on off-site and onsite abutting Circulation Element roads. New development that would significantly impact congestion on roads at LOS "E" or "F", either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to "D" or better or appropriate mitigation is provided. Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines. [DPLU, DPW]

Implementation Measure 1.1.4: Whenever possible on development proposals, require that access to parcels adjacent to roads shown on the Circulation Element be limited to side streets in order to maintain through traffic flow. [DPW, DPLU]

**Policy 1.2:** General Plan Amendments and Rezones shall be reviewed to ensure that any proposed increases in density or intensity of use will not prevent the planned Circulation Element road system from operating at its planned Level of Service at buildout.

#### OBJECTIVE 2:

Equitable sharing of funding for transportation facilities.

<u>Policy 2.1</u>: New development shall be required to contribute its fair share toward financing transportation facilities.

Implementation Measure 2.1.1: Apply the Bridge and Thoroughfare Fee to all areas of the County and/or establish an unincorporated area traffic impact fee to support construction of the Circulation Element roadway and bikeway system in the unincorporated area to the extent necessitated by new development. [DPW]

<u>Implementation Measure 2.1.2</u>: Assist and support the development of a regional transportation impact fee to finance regional transportation improvements necessitated by new development. [DPLU, DPW]

<u>Policy 2.2</u>: The County will actively work to reduce existing transportation facilities deficiencies.

<u>Implementation Measure 2.2.1</u>: Seek new and additional sources of funding to help finance improvements and maintenance of County transportation facilities. [DPW]

Implementation Measure 2.2.2: Seek the County's fair share of state transportation bond issues, Proposition A sales tax funds, and other state and federal funding programs. [DPW]

#### **OBJECTIVE 3**:

A transportation system that is coordinated and integrated with the transportation facilities and plans of surrounding jurisdictions.

**POLICY 3.1:** The expansion of County transportation facilities will be coordinated with transportation plans of adjacent jurisdictions.

<u>Implementation Measure 3.1.1</u>: Coordinate with other jurisdictions in the review of planned transportation routes and facilities of regional or subregional importance to ensure compatibility between County, city and state plans. [DPLU, DPW]

Implementation Measure 3.1.2: Refer all discretionary development projects within city spheres of influence, within 1 mile of a city boundary, or within a city's designated planning review area to the appropriate city for a determination of the impact on city transportation facilities. [DPLU]

<u>Implementation Measure 3.1.3</u>: Establish a cooperative mechanism to reconcile differences between the County Circulation Element and that of neighboring cities. [DPLU]

<u>Implementation Measure 3.1.4</u>: Provide input to SANDAG during the development of regional transportation plans. [DPW, DPLU]

<u>Implementation Measure 3.1.5</u>: Coordinate with CalTrans in the review of planned improvements to State highways to ensure conformance to State requirements. [DPW, DPLU]

#### **OBJECTIVE 4**:

Reduction in the demand on the road system through increased public use of alternate forms of transportation or other means.

<u>Policy 4.1</u>: The use of alternate forms of transportation such as public transit and car/van pools will be supported and encouraged to reduce both roadway congestion and pollution.

Implementation Measure 4.1.1: In areas where there are likely to be a large number of prospective users, coordinate the planning of all new transit routes or route changes with established development patterns and land use plans to efficiently serve existing and future transit generators. [DPW, DPLU]

XII-4-22

Implementation Measure 4.1.2: Work cooperatively with other jurisdictions and public transportation agencies, including the Metropolitan Transit Development Board and the North County Transit District, to provide a coordinated and integrated transit service network, including completion of the regional transit centers program. [DPW]

<u>Implementation Measure 4.1.3</u>: Consider the inclusion of public restrooms in the construction of new transit centers. [DPW]

<u>Implementation Measure 4.1.4</u>: Seek to increase transit service funds consistent with population growth and passenger demand. [DPW]

<u>Implementation Measure 4.1.5</u>: Site County facilities in close proximity to transit corridors, when feasible. [DGS, CAO, DPLU, DPW]

Implementation Measure 4.1.6: Establish incentive programs for employers to encourage their employees to utilize alternate forms of transportation. [DPW, DPLU, CAO]

Implementation Measure 4.1.7: Encourage employers to:

- a) provide employees with subsidized transit passes;
- b) establish carpool programs;
- c) provide vehicles for employee van-pools;
- d) provide preferential carpool parking;
- e) provide secure storage facilities, showers and lockers to encourage employees to use bicycles;
- f) use flex-time and staggered work hours;
- g) allow employees to telecommute from home or satellite offices; and
- h) participate in the commuter computer program. [DPW, DPLU, CAO]

<u>Implementation Measure 4.1.8</u>: Develop fiscal and other incentives to promote the use of multi-modal means of transportation (e.g., bicycling to park-and-ride facilities). [DPW, DPLU, CAO]

Implementation Measure 4.1.9: Encourage pedestrian movement through urban design techniques, creating pedestrian-friendly environments and proper land use mix. [DPLU]

**Policy 4.2:** The County will ensure the development of its bikeway system and encourage its use.

Implementation Measure 4.2.1: Condition the approval of new development on dedication and construction of bikeways as indicated in the Circulation Element's Bicycle Network Plan. [DPLU, DPW]

<u>Implementation Measure 4.2.2</u>: Construct bikeways in areas where there are potentially large numbers of prospective users. [DPW]

Implementation Measure 4.2.3: Acquire cost-effective rights-of-way and/or negotiate for the use of existing rights-of-way or easements for bikeways (e.g., abandoned railroad rights-of-way, pipeline/ powerline easements, flood control channels). [DPW, DPLU]

<u>Implementation Measure 4.2.4</u>: Provide bicycle-carrying racks on public transportation vehicles when a need is demonstrated. [DPW]

<u>Implementation Measure 4.2.5</u>: Require secure bicycle storage facilities at new commercial centers, public centers, industrial centers, transit centers, airports and multi-family developments. [DPLU, DPW]

Policy 4.3: Consider the need for transit improvements in Large Scale Projects.

<u>Implementation Measure 4.3.1</u>: Refer applications for Large Scale Projects to the County Transit System for recommendations on transit facility needs. [DPLU, DPW]

<u>Implementation Measure 4.3.2</u>: Condition the approval of Large Scale Projects on the provision of accessible transit stops and other transit related improvements, as appropriate. [DPLU, DPW]

<u>Policy 4.4</u>: Ensure the provision of bicycle facilities and other needed bikeway related improvements in new development.

Implementation Measure 4.4.1: Refer applications for Large Scale Projects to the County Bikeway Coordinator for recommendations on requirements for the provision of bikeway facilities to serve the project. [DPLU, DPW]

#### **OBJECTIVE 5**:

Assurance of compatible land uses around County airports.

**Policy 5.1:** The County will ensure that land uses surrounding County airports are compatible with the operation of the airport.

<u>Implementation Measure 5.1.1</u>: Complete the development of Comprehensive Land Use Plans for each County airport. [DPW]

Implementation Measure 5.1.2: Review all applications for discretionary projects, building permit applications, general plan amendments and rezones located within the boundaries of an airport's Comprehensive Land Use Plan (CLUP) for compatibility with the plan as a basis for project approval. [DPW, DPLU]

County of San Diego TIF Land Use Categories

#### Assignment of Land Uses to TIF Categories (TIF is based on primary use of facility)

General Commercial (Retail Facilities)

Automotive

- Body Shop, Uphoistry

- Car Wash

- Electronics, Alarm, Stereo Sales &/or Repair

- Gas Stations

- Parts sales - Rental and/or leasing

- Repair &/or Service

- Sales

- Tire Sales &/or Repair

- Window Tinting

- Windshield and Glass Repair

Appliance Sales, Installation, and/or Repair

Arcades

Art Galleries & Dealers

Bakeries (retail)

Barber Shop, Beauty Salon, Nail Salon, Spa

Boat Sales and Repair Bowling Alleys Carpet or Flooring Store

Chemical Sales Store

Coffee Shops

Commercial Aviation Facilities/Terminals

Commercial Boxing and Martial Arts Studios

Commercial Dance Studios Commercial Plant Nurseries Commercial Strip Malls

Computer Sales & Service

Computer Sales, Leasing, or Repair

Concert Halls Convenience Stores Craft Shops

Department Stores Dry Cleaner Shop Eating Establishments

Electronics Retail Stores Entertainment Facilities Fast Food Restaurants

Feed Stores Florist Shop

Gardening Stores/Commercial Nursuries

Golf Pro Shop Grocery Stores Gun Shops

Gymnasiums & Health and Fitness Clubs

Hardware Stores

Juice Bars

Key Shop

Laundromat/Self-Serve Laundry

Lumber Stores Medical Supply Sales Metal Supply Sales

Mobile Home Sales Mororcycle Sales & Repair

Museums Night Clubs Office Supplies

Paint Store

Photography or Photo Processing Store

Postal, Copying, Shipping, &/or Printing Stores

Rental Stores Restaurants Retail Eyeglass Store Retail Stores Shopping Centers Tatoo Parlors Theaters

Ticket Agencies Truck Stop or Travel Center

Video or Computer Game Stores Weight-Loss or Nutrition Stores (retail)

#### **Furniture Store**

Antique Store Estate Liquidators Furniture Store

Office Furniture Supply & Installation

General Industrial

Animal Shelter/Kennel Armored Car Service

Assembling & Fabrication Facilities

Automotive Salvage

Automotive Towing

Bakeries (Manufacturing w/no on-site sales)

Bathroom and Kitchen Renovation (no on-site sales)

Bottled gas supply (acetylene, etc.) Campground or Motor Home Park

Cell Phone Towers

Churchs, Synagogues, Mosques, or Temples Community Centers or Youth Centers Computer Server Facilities (non-commerical)

Construction &/or Demolitoin Companies

Distribution Centers (no on-site sales)

- Food &/or Beverage

- Catalogue Sales

- Other Non-Retail Distribution Centers

- Florist Distributor

- Freight, Packages, and Mail

- Fuel (gasoline, propane, natural gas)

- Chemicals

Diving Savlage Facilities (no on-site sales)

Document Destruction **Drilling Companies** Furniture Repair

Facility Alarm System Installation & Repair

Film Production Studio

Fuel Distribution Facilities

Gun Shooting Range (no on-site sales)

Hazardous Waste Removal

Heavy Construction Equipment Leasing Heavy Construction Equipment Repair

Heavy Construction Equipment Sales Home Remodeling

Laboratoires for Research & Development

Large Truck Repair

Laundry Processing (no on-site sales) Manufacturing/Processing Facilities

Medical Equipment Maintenance

Mobile Phone Towers

Not-for-Profit Recreation Centers (e.g. YMCA)

Parking Garages (non-residential)

Photographic Processing Lab (no on-site sales)

Pool Installation Reprographic Facilities

Sandblasting Facility Telephone Call Centers

Telephone Service Facilities Trucking Companies Video Production Facilities

Light Industrial Service Facilities

- Air Duct Cleaning

- Appliance Repair

Carpet Cleaning

- Carpet Insallation (no on-site sales)

- Computer Cable Installation

Elevator Maintenance

- Garage Door Repair,

Glass Repair & Replacement

- HVAC, Plumber, Electrician, Welder, etc.

- Industrial Equipment Supply and Repair

- Instrumentation Calibration & Repair

- Irrigation System Installation & Repair

- Janitors or Specialized Cleaning

- Landscaping Maintenance

- Limousine Service - Machine Shop

- Pest Control

- Security Guard Service

Attachment A January 2010

Storage Warehousing Wineries, Non-residential Agricultural

Storage, warehousing, wineries, won-resident	ar / tgr:ourear ar
Agricultural Packing Facilities	Moving Companies
Aircraft Hangars & General Aviation Facilities	Storage Warehouses
Cemetaries	Wholesale Nursuries
Document Storage Facilities	Wine Tasting Rooms
Horse Stables	Wineries
Mini-Storage Warehouses	
Wilni-Storage Warehouses	

Offices

Offices		0 1 1111 055
Accountant Offices	Drug Rehabilitation Offices	Optomitrist Office
Advertising Agencies	Engineering/Architectural Design Offices	Photography
Attorney Offices	Financial Planner Offices	Real Estate Offices
Bail Bond Office	Hospitals	Real Estate Offices
Banks and Savings & Loans	Insurance Sales and Service	Tax Preparation Services
Chiropractic Clinics	Mapping Services	Travel Agencies
Computer Software Development	Medical Clinics	Veterninary Clinics
Counesling Offices	Medical Offices	
Currency Exchange	Mortuaries	
Dental & Othodonic Clinics	Offices for Reserarch & Development	

Schools, and Government/Institutional

Schools, and Governmentimistitutional		Im (5 0 )	
Academic Testing Centers	Language Schools	Traffic Schools	
Acting Schools	Library	Tutoring Centers	
Day Care/Pre-School	Police Station		
Elementary, Middle, and High Schools	Post Office		
Fire Station	Prisons & Jails		
Kindergartens	Technical Schools		

Select Industrial
Borrow Pit Operations
Concrete & Asphalt Production (Batch Plants)
Landfills Mining Operations
Power Generation Plants
Quarry Operations

## COUNTY SERVICE AREA CSA 13B STEWART CANYON\_

**FALLBROOK** 

ERVICE PROVIDED	
ROAD IMPROVEMENT AND MAINTENANCE	V
LANDSCAPE IMPROVEMENT AND MAINTENANCE	
STREET LIGHTING	
EMERGENCY AMBULANCE	
FUEL BREAK MAINTENANCE	
STRUCTUAL FIRE PROTECTION	
LOCAL PARKS DEVELOPMENT AND MAINTENANCE	
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## RESOLUTION DATE 10-6-70

#### INDEX OF ROADS MAINTAINED BY SERVICE AREA

ROAD NAME	FHON	τo	LENGTH 1 100 MILE		S. PFACE
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ANNEXATIONS TO THE CSA.		Date
(A) GORDAN	*********	3-6-75

DETACHMENTS	Date
A RILEY	10-20-82

#### STREET LIGHTING

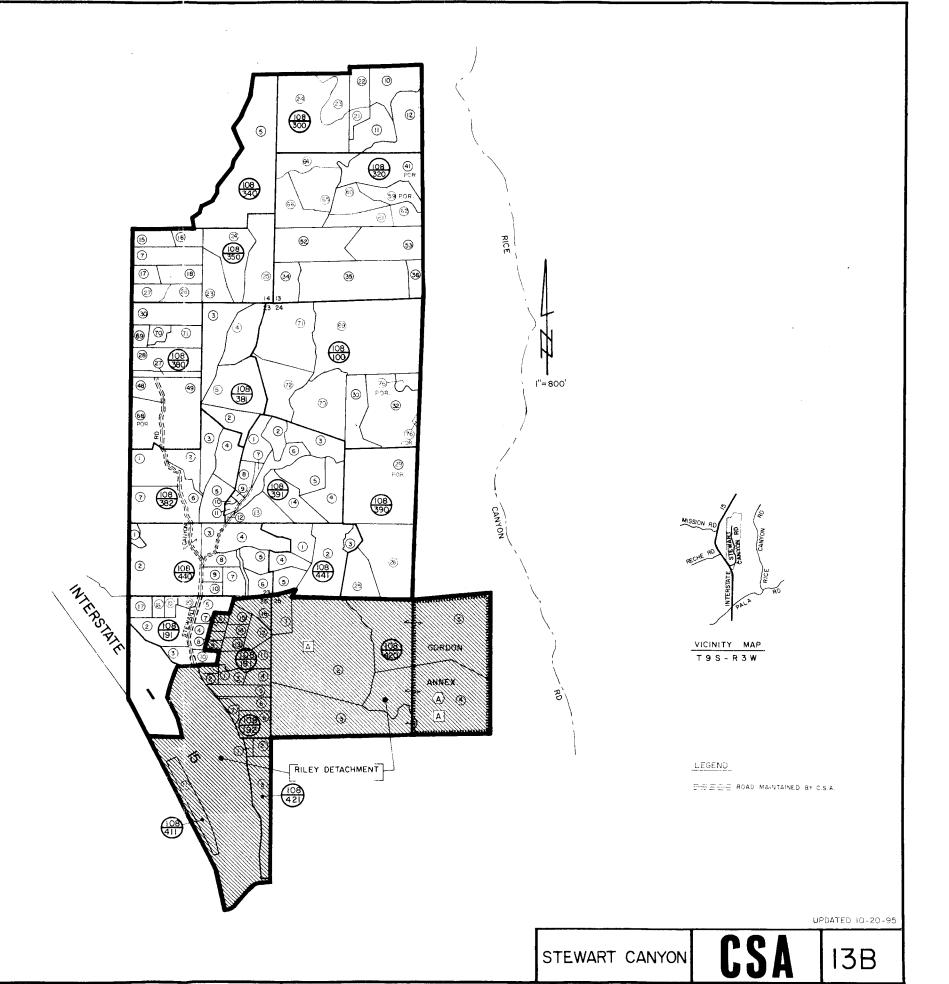
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#### NOTES:

HOTES:	
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DEPARTMENT OF PUBLIC WORKS
SPECIAL DISTRICTS ADMINISTRATION

County of San Diego, 5555 Overland Ave., San Diego, CA., 92123



County TIF Rates

Calendar Year 2010

TIF AREA	COST PER 1,000 SQUARE FOOT FOR GENERAL			
	INDUSTRIAL			
	Freeway	Local	Regional	Total
	Ramp			
Alpine	\$183	\$2,130	\$1,312	\$3,625
Bonsall	\$42	\$7,419	\$1,156	\$8,617
Central Mountain	\$3	\$0	\$1,988	\$1,991
County Islands	\$183	\$0	\$2,172	\$2,355
Crest-Dehesa	\$183	\$1,184	\$1,692	\$3,059
Desert	\$3	\$367	\$1,989	\$2,359
Fallbrook	\$42	\$7,150	\$1,269	\$8,461
Jamul-Dulzura	\$183	\$2,567	\$1,128	\$3,878
Julian	\$3	\$0	\$1,988	\$1,991
Lakeside (includes Pepper Dr- Bostonia)	\$183	\$4,738	\$254	\$5,175
Mountain Empire	\$3	\$0	\$1,988	\$1,991
North County Metro	\$42	\$2,017	\$3,342	\$5,401
North Mountain	\$3	\$0	\$1,988	\$1,991
Otay	\$183	\$776	\$1,862	\$2,821
Pala-Pauma	\$42	\$1,382	\$3,596	\$5,020
Pendleton-De Luz	\$42	\$14	\$4,146	\$4,202
Rainbow	\$42	\$5,246	\$2,031	\$7,319
Ramona	\$3	\$6,290	\$0	\$6,293
San Dieguito	\$42	\$3,808	\$2,609	\$6,459
Spring Valley	\$183	\$776	\$1,862	\$2,821
Sweetwater	\$183	\$1,537	\$1,537	\$3,257
Valle De Oro	\$183	\$5,401	\$0	\$5,584
Valley Center	\$42	\$3,018	\$2,933	\$5,993

<sup>\*</sup> As required in the TIF ordinance, TIF Rates are updated annually on January 1 based on the September-to-September Engineering News Record Construction Cost Inex (ENR CCI) for the Los Angeles Area or 2.0%, whichever is greater. The applicable September 2008-to-September 2009 ENR CCI was 4%, so the TIF must be increased by 4% (the greater amount). The TIF increase applied on January 1, 2010 was an increase of 4%. All TIF Rates are rounded to the nearest dollar.

County Service Area (CSA) Map for Stewart Canyon Road

A - 71

Sight Distance Photos



**Looking Northwest at Stewart Canyon – 250 Feet From Office** 



**Looking Southeast at Stewart Canyon – 110 Feet From Office** 



**Looking North at Office from Stewart Canyon – 113 Feet South of Spa** 



Looking South at Office from Stewart Canyon – 429 Feet North of Spa



**Looking South From Southern Project Driveway–327 Feet from Exit.** 



Looking South From Southern Project Driveway- 327 Feet from Exit. Zoomed.



**Looking North From Southern Project Drivewayat – 424 Feet From Exit.** 



Looking North From Southern Project Drivewayat – 424 Feet From Exit. Zoomed

Request for Modification to a Road Standard

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

February 21, 2008

Nael Areigat Public Works Department County of San Diego 5201 Ruffin road, Suite B San Diego, Ca 92123

Subject:

Revised request for a modification to a Road Standard for the Los Willows project in

D&A Ref. No: 050201

Stewart Canyon

Dear Mr. Areigat:

Attached is the Subject request to modify the clear zone requirements at the driveway at 530 Stewart Canyon Road. This letter further clarifies the reasons for our request.

To meet the County's 250 foot corner sight distance requirements was determined to not be feasible. I have revised Figure 4 to show the location of the existing 6 foot masonry wall that would have to be removed. To satisfy 250 feet of sight distance would require removal of 155 feet of wall and sheds shown on Figure 4. To provide the AASHTO stopping Distance of 155 feet will require the removal of 117 feet of wall.

To satisfy the clear zone requirements we propose to restrict traffic existing the driveway be restricted to right turns only. With the restrictions, the requirement for clear zone would not be required.

Please feel free to contact me if you should have any questions or comments.

Sincerely,

DARNELL & ASSOCIATES, INC

Bill E. Darnell, P.E.

RCE: 22338

BED/vls/jam

050201- Los Willows -Modification Letter

CC.

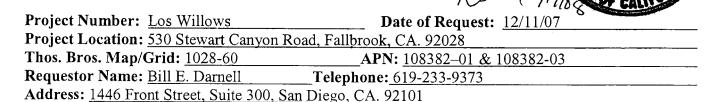
Wesley W. Peltzer, Law Offices of Wesley W. Peltzer

Cathy Ranson, Los Willows

Susan Hoang, County of San Diego

#### DEPARTMENT OF PUBLIC WORKS

# Request for a Modification to a Road Standard and/or to Project Conditions



Requested Modification (attach engineering sketches showing existing layout, details and notes):

Restriction of left turns exiting the project access to mitigate corner sight distance and AASTO stopping sight distance, see Figure 5.

#### Reason for requested Modification (provide attachment if additional space is required):

The existing road alignment of Stewart Canyon Road, existing buildings and existing 6 foot, masonry wall along the property frontage are located such that corner sight distance and stopping sight distance are reduced to less than the minimum acceptable distance for vehicles exiting the project access desiring to turn left to go north on Stewart Canyon Road and for northbound traffic on Stewart Canyon Road turning left into the project access. The available sight distance was measured and found to be 110 feet. The corner sight distance is 250 feet and the AASHTO stopping distance is 155 feet. Figure 4 shows the impact of meeting the corner sight distance of 250 feet and the AASHTO stopping sight distance of 155 feet. Review of Figure 4 shows that buildings would have to be removed and approximately 155 feet of masonry wall would have to be removed. To meet clear zone requirement approximately 117 feet of the 6 foot masonry wall would have to removed to meet AASHTO stopping sight distance. The removal of these facilities were not estimated, however the removal of buildings and wall were determined not to be needed if left turns exiting from the project were prohibited. With that restriction the need for corner sight distance and/or AASHTO stopping sight distance would not be required. This alternative was evaluated and determined to be feasible due to the fact that Stewart Canyon Road terminates north of the project site and project traffic oriented is to the south on Stewart Canyon Road. To implement this improvement Figure 5 was prepared showing the installation of signs and delineators in the project driveway to restrict traffic exiting the site to right turns only.

List alternatives that could mitigate the requested Modification (attach engineering sketches showing proposed layouts, details and notes): The only alternative to mitigate the issue would be a total realignment of Stewart Canyon Road or the removal of the existing buildings and masonry wall shown in Figure 4.

Describe the hardship(s) to the property owner(s) and/or neighbor(s) if the request is not approved (see note 3. on reverse): The realignment of Stewart Canyon Road would create physical harm as well as potential major grading and environmental impacts that would not be feasible. The costs have not been estimated.

Provide Design and Cost Estimate for meeting the Condition (see note 3. On reverse): <u>The installation of the signs and delineations is \$1,000.00</u>. See reverse for directions and important information.

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This form is to be used for the following:

- A. Request modification to a Road Standard and/or modify DPW Conditions included in the **Preliminary Approval** *prior* to the issuance of the Final Approval.
- B. Request modification to a Road Standard and/or modify DPW Conditions included in the **Final Approval** document(s) *prior* to the recordation of the map, which may also require an amendment of conditions.

Note: Request for modifications to conditions of a recorded map, in most cases, requires a map modification, which is a separate process.

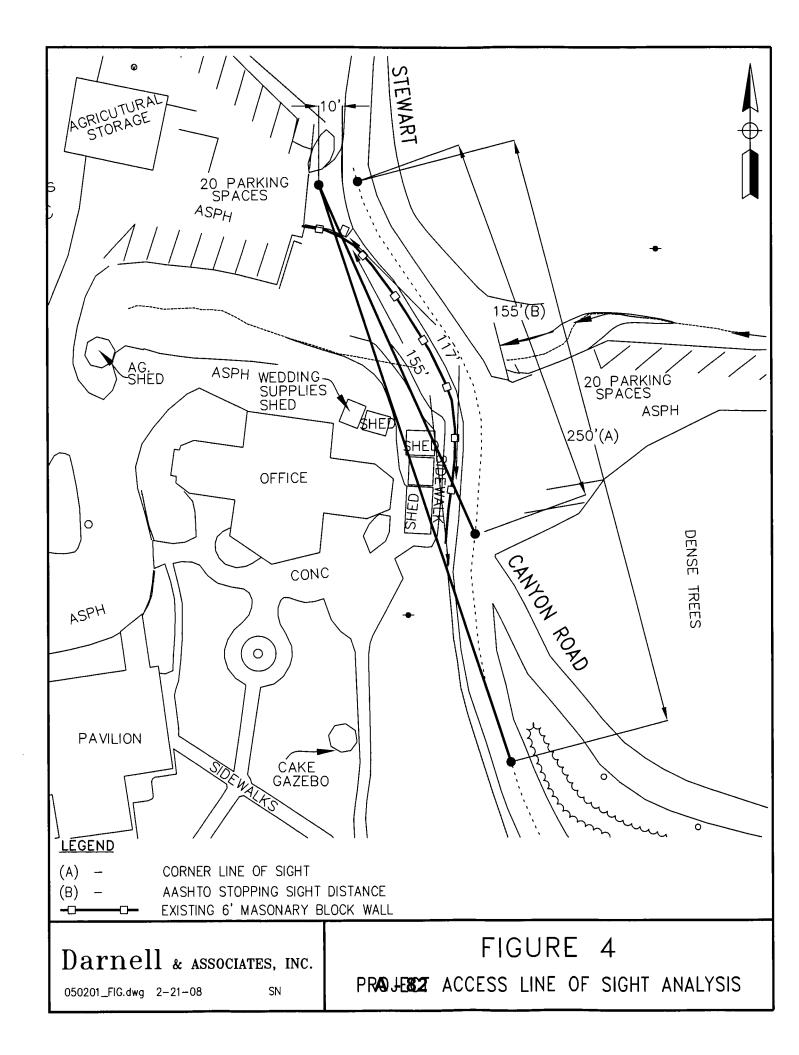
This request may be initiated by the owner <u>or</u> by an agent or consultant, the local fire prevention district or the local planning group acting on behalf of the owner. Where professional opinions, judgments, analysis, etc are included, these documents shall be signed, sealed and dated by the responsible licensed professional.

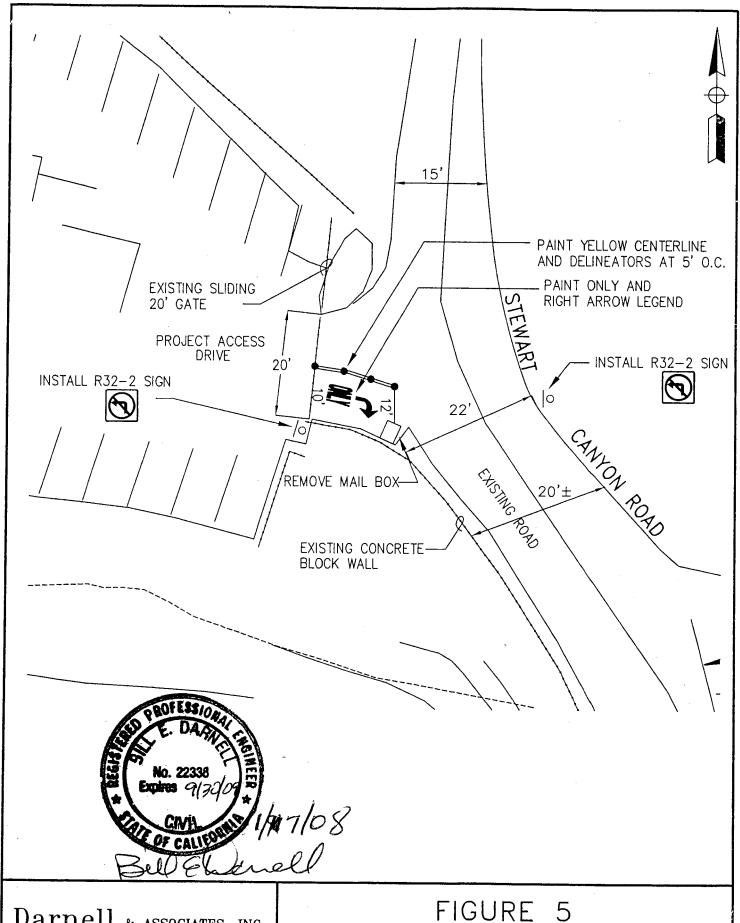
The following guidelines apply to this request:

- 1 Incomplete or unclear requests, or requests not supported by appropriate documents will be returned as incomplete applications. Requests must be specific and clear.
- This request must be completed and submitted with supporting attachments. Attachments may consist of documents from the relevant County departments, regulatory agencies, fire prevention districts, and water and utility districts, planning groups. Photos, plan and profile sketches, diagrams, engineering studies, certifications, cost estimates, and other pertinent information may also be included.
- 3 Provide detailed cost estimates for work included in this request. Single figure summary and "bottom line" cost estimates will not be accepted. Please note that financial hardship cannot be the sole basis of a modification request.

Example 1: A request to reduce an intersectional sight distance condition must, as a minimum, be supported by a detailed plan of the intersection showing the right-of-way easements, the available/required line(s) of sight and the existing obstructions to the line(s) of sight, a certification by a registered engineer of the prevailing speed along the major road, certification as to the minimum acceptable sight distance and the availability of such distance, as well as a detailed cost estimate for compliance with the initial condition.

- Example 2: A request to reduce road width improvement standard must, as a minimum, cite the reasons necessitating the request, a letter from the local Fire Prevention District stipulating the acceptable changes to the road(s), plan and profile sketches of the road showing centerline stationing, nature, size and location of utilities that are impacted, and a detailed cost estimate for compliance with the initial improvement condition(s).
- The applicant will be contacted if additional information or clarification is required. Your request may be forwarded to the local planning group for input. The DPW Project Team responsible for the project area will evaluate the request and make a recommendation to the Director through the Deputy Director. The Director's decision, which is final, will be conveyed to the applicant in writing, with copies to all parties and agencies concerned.
- Requests take an average of ten (10) working days to process. They may take longer if submitted without the proper supporting documents or if there is insufficient balance in the project account.
- Mail or submit your completed request(s) to the Department of Public Works (DPW), 5201 Ruffin Road (MS-O336), Suite D, San Diego, CA, 92123. An emailed pdf copy is recommended, also.
- 4 Staff time to process this request will be charged against the project account. The applicant will be contacted for additional funds if the account balance is insufficient to cover the estimated charges for processing the request.





Darnell & ASSOCIATES, INC.

050201\_FIG.dwg 12-11-07

RECOMMEND ACCESS CONTROL IMPROVEMENTS



### County of San Diego

#### DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER

5201 RUFFIN ROAD, SUITE D SAN DIEGO, CALIFORNIA 92123-4310 RICHARD E. CROMPTON

ASSISTANT DIRECTOR

(858) 694-2055 FAX: (858) 694-8928 Web Site: sdcdpw.org

March 19, 2008

Bill E. Darnell, P.E. 1446 Front Street, Suite 300 San Diego, CA 92101

Dear Mr. Darnell:

REQUEST FOR MODIFICATION TO A ROAD STANDARD AND/OR MODIFICATION TO PROJECT CONDITIONS - MUP 03-127

Department of Public Works (DPW) received your application request for Modification to Road Standard revised January 17, 2008 submitted to DPLU on January 23, 2008 and additional information submitted to DPW on February 21, 2008. The request is for modification of project conditions to reduce the minimum sight distance along Stewart Canyon Road at the project's westerly driveway, from two hundred fifty feet (250') to one hundred ten feet (110') in the southerly direction.

DPW is able to support your request for modification to the above-mentioned condition. These modifications are included in the attached staff recommendations. It has been determined that your request for modification will not adversely affect the safety and flow of traffic in this area. In addition, the applicant proposes to restrict traffic exiting the project's westerly driveway onto Stewart Canyon Road to a right turn only move. All other improvement conditions required by MUP 03-127 shall be met.

If you have any questions or need additional information related to this request, please contact Nael Areigat, Project Manager at (858) 495-5747.

Sincerely,

RICHARD E. CROMPTON

**Assistant Director** 

cc: Curtis Gonzales - DPLU

REQUEST FOR EXCEPTION TO A ROAD STANDARD AND/OR MODIFICATION TO PROJECT CONDITIONS – MUP 03-127

#### **NATURE OF REQUEST:**

The Department of Public Works received a Request for Modification to a Road Standard from Bill Darnell, P.E. The request is for modification of project conditions to reduce the minimum sight distance along Stewart Canyon Road at the project driveway, from two hundred fifty feet (250') to one hundred ten feet (110') in the southerly direction.

#### **BACKGROUND:**

MUP 03-127 is a major use permit for Los Willows, a permitted wedding and team building activities facility on the 27.1 acre site. The site is located on Stewart Canyon Road, public road with roads maintenance covered by Permanent Road Division, PRD-13B. It lies in the Fallbrook Community Planning area. The main access for the project is Stewart Canyon Road. The project has two driveway accesses onto Stewart Canyon Road: a driveway from the parking lot on the east side of Stewart Canyon Road, and a driveway access that serves the immediate site facilities on the west side of Stewart Canyon road. The subject modification request addresses only the project's west side driveway.

Applicant's request is based on the following:

- 1. Improving the existing sight distance in the southerly direction of 110 feet to satisfy 250 feet sight distance requirement would require removal of a 155 feet length of 6' tall masonry wall and sheds.
- 2. Improving the existing sight distance of 110 feet in the southerly direction to meet AASHTO stopping sight distance of 155 feet would require removal of 117 feet length of 6' tall masonry wall.
- 3. The realignment of Stewart Canyon Road to meet 250 feet sight distance in the southerly direction would create physical harm as well as potential major grading and impact environmental sensitive area.
- The applicant proposes to restrict traffic exiting the driveway to a right turn only move to satisfy the clear zone requirement.

#### PROJECT MANAGEMENT TEAM REVIEW:

It is recommended that the Director of Public Works approve this request. This recommendation is based upon the following:

- 1. The project's access is an existing County Service Area "CSA" road, Stewart Canyon Road. Requiring modifications as part of this project would far exceed the proportionality of its impacts.
- 2. The driveway will be restricted to right turns only. This alternative would eliminate the need for 250 of corner sight distance (or 155 feet of stopping sight

## REQUEST FOR MODIFICATION TO A ROAD STANDARD AND/OR MODIFICATION TO PROJECT CONDITIONS – MUP 03-127

distance) south of the project sight, which would necessitate removal of a 6 foot masonry wall and some structures.

3. County Traffic Engineer evaluated and supported the request.

#### **RECOMMENDATION:**

The Project Team supports and recommends approval of the applicant's request.

Revise condition (B.5) to read:

1. A registered civil engineer, a registered traffic engineer, or a licensed land surveyor shall provide a signed statement that: "Physically, there is a minimum adequate unobstructed sight distance in northerly direction and 110 feet unobstructed sight distance in southerly direction in both directions along Stewart Canyon Road from the project driveways, for the prevailing operating speed of traffic on Stewart Canyon Road." Any vegetation currently obstructing sight distance shall be removed or cut back. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

#### **APPLICANT ACTION:**

The applicant shall comply with the approved request.

#### **DPW ACTION:**

Rewrite DPW conditions to reflect the changes.

Reques Recommended: Not Recommended:	Nael Afeigat	Date: 3/13/2007
Request Recommended Not Recommended:	Troy Bankston	Date:
Request Approved Denied:	Richard E. Crompton	Date: <u>3//9/08</u>